[Appendix F G—1]

SUBJECT.....

.....

.....

Diary No. of letter replied to .....

General and Revenue Secretariat

( )

the *193* .

Date of issue 8/4/40

Signed by Mr George Mathan

List of enclosures.....

Copied by Vee 3/4/40

Examined by.....

Section Dre

File No. 379-39

Serial No. 3

No. D3753

To

William F. Waelle Esqr.
Secretary, Constructional Syndicate
for proposed Imperial Airways
20, Museum Road, Bangalore.

Dear Sir,

With reference to your letter No. dated 31-1-40 requesting an interview to discuss Organisation of the proposed Imperial Airways, I am desired to inform you that the first Member of Council will be glad to see the gentlemen at 3 P.m. on Monday the 13th instant in his Chamber at the Public Offices.

Yours faithfully

D3754

Secretary

Copy to the Chief Engr. of Mysore with the request that the Officer-in-charge of Aerodrome at Jakkur may be directed to be present at the meeting for the

WD 0563—GPB—30,000—6-1-39

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE

General and Revenue Secretariat

No. D 3753 / Dc 379-38-3

Dated, Bangalore, 8th February 1940

From

The Secretary to the Government of His Highness the Maharaja of Mysore,
Development Department.

To

William F.Walke, Esq.,
Secretary,
Constructional Syndicate of the proposed
Mysore Airways, Limited,
20, Museum Road, Bangalore.

Sir,
xxxx

Dear Sir,

With reference to your letter dated 31st January 1940 requesting an interview to a deputation of the proposed Mysore Airways, I am desired to inform you that the First Member of Council will be glad to see the gentlemen at 3 P.M. on Tuesday the 13th instant in his Chambers in the Public Offices.

Yours faithfully,

Sd.C.E.Noronha

Secretary to Government,
Development Department.

Memo No. D 3754 Dated, Bangalore, the 8th February 1940.

Copy of the above is forwarded with compliments to the Chief Engineer of Mysore, with the request that the Officer-in-charge of the Aerodrome at Jakkur may be directed to be present at the meeting.

By Order,

For Secretary to Government,
Development Department.

mk.3

Section [illegible]

File No. [illegible]

Serial No. [illegible]

No. D-[illegible]

To

[illegible]

[illegible]

[illegible]

Diary No. of letter replied to .....

General and Revenue Department

The [illegible]

Dated the [illegible] 199

Date of issue ..... [illegible]

Signed by [illegible]

Cost of reproduced .....

Copied by .....

Examined by .....

D 3782

LQa 379-39

[illegible] February 1939

William F. Hake, Esq.,
Secretary, Institutional Church
of the Pilgrim Holy Ghost Church, Inc.,
38, Church Road, Hampton,
Middx.

Dear Sir,

In continuation of this office letter No.D.3782/1 of 9.2[illegible]
dated 8th February 1939, I am desired to inform you that the Ground
Rents Control will hear the Application of [illegible]
[illegible] Limited of 38 & 39 [illegible] on the 15th.

Yours faithfully,

[illegible]
for [illegible],
Assistant Secretary,
Development Department.

Case No. D 3782

Copy of this letter is forwarded to the applicant, to be dealt
[illegible] with the request that any further communications
may be informed of the circumstances in the case and that of the parties.

By Order,

[illegible]
for Secretary to the Commissioners,
Development Department.

A1.5

SECY. DEV. DEPT.
26. JAN. 1940
GOVT. OF MYSORE

OFFICE OF THE
FIRST ASSISTANT OFFICIAL
JAN 26 1940
A.D. .....

Sold. for
Record.
This was typed
here by Mr.
Walke.
The file is kept
in Member
Co
26/1
Mr. Mbr)
Walke
27/1/40

Sir Harold Bolton,
, Cubbon Road,
Bangalore.

Dear Sir,

Bangalore Y.M.C.A. Building.

I have been busy since I interviewed you last and
my future programme is as under.

I enclose some notes I have put up for your information,
and which it is proposed should be dealt with at meeting
to be called on the 13th. of next month at 6 p.m..

The object of the meeting will be to appeal to the
public the benefits to be derived by subscribing or otherwise
each to that of the years through recommended training school,
and to endeavour thereby to uphold the scheme.

An explanation will have to be given about the formation
of a Flying Club & the reason therefore, & also the terms
of taking up hat to join.

Refreshments will be given to them in the Hall above
Connell's Restaurant for the meeting.

It is further proposed that a request be made to the
first Member of the Town Council to receive deputation of
the active members of the years Air Training Constructional
Syndicate, & to explain to them for reinvesting the
finances from abroad to join the Federation.

I would respectfully request that you preside at the
Chair at the meeting. I am sending out Invitations on behalf
of the years Air Training Syndicate.

Yours faithfully,

Hon. Sec.
Secretary,
Constructional Syndicate,
Years Air Training.

[illegible]

[illegible]

The object of the meeting is to place before those who wish to take up flying as a profession, and those who may qualify and obtain the necessary licences, either join the Canadian Air Force or some commercial air services operating in India.

I would like to explain that there are three grades of licences for pilots in India, namely, 'C', 'B' and 'A'. A holder of an 'C' licence permits one to fly two-seater planes. An 'B' licence is the next grade and permits the holder to take up flying as a career. This grade includes tutorship in navigation, and permits the holder to fly passenger aircraft.

An 'A' licence pilot who has qualified for this grade can be classed as an instructor pilot, and is given a good chance of being taken on in the Indian Air Force as an opportunities offer. A course to obtain a 'B' licence is necessary to put in the flying hours. A pilot with a 'B' licence has every opportunity of getting employment in commercial air services.

[illegible] pilots, in the Army receive a training as ground engineers and mechanics. The Army affords always one part of their training, and the opportunity now exists for them to have their training in both departments, both in the Canadian Air Force as well as in Civil aviation.

It is noted that the proposed ground duties started will mostly be flavin[illegible] engine [illegible] capital of [illegible].

[illegible] priority on use of [illegible] and will [illegible] to [illegible] daily life service men on the ground [illegible] may go [illegible] first grade training in a manner, either, [illegible], [illegible], [illegible] or [illegible] army, the distance [illegible] about 5 hours flying [illegible]. In this manner, with [illegible] [illegible] [illegible] constructed, it has been decided, [illegible] to [illegible] with the [illegible] there always [illegible] Aeronautics [illegible] School, at which pilots can be trained to get their 'C', 'B' and 'A' licences [illegible] to train as ground engineers and

Annexure.

A reclaim unit has to be built in Delhi for reclaiming used lubricating oil only upto 3 TPD capacity. The unit has been designed to reclaim used lubricating oil upto a maximum of 3 TPD. The project cost is estimated at Rs.10,00,000/- approximately. The unit will be set up in an area of about 1 acre. The unit will require about 10 skilled and unskilled workers. The unit will be operated in single shift of 8 hours each.

The entrepreneur is required to obtain consent under the Water (Prevention & Control of Pollution) Act, 1974 from the Delhi Pollution Control Committee before commencing the commercial production. The unit will also require consent under the Air (Prevention & Control of Pollution) Act, 1981 from the Committee before commencing the commercial production. The unit will also require authorisation under the Hazardous Waste (Management & Handling) Rules, 1989 from the Committee before commencing the commercial production.

The unit will require registration under the Factories Act, 1948 with the Director of Industrial Safety & Health, Govt. of NCT of Delhi, before commencing the commercial production.

The unit will require registration under the Delhi Shops & Establishments Act, 1954 with the Labour Department, Govt. of NCT of Delhi before commencing the commercial production.

The unit will require registration under the Sales Tax Act, 1975 with the Sales Tax Department, Govt. of NCT of Delhi before commencing the commercial production.

The unit will require registration under the Central Excise Act, 1944 with the Superintendent of Central Excise, Range-I, Division-I, Delhi before commencing the commercial production.

The unit will require registration under the Income Tax Act, 1961 with the Income Tax Department, Govt. of India before commencing the commercial production.

The unit will require registration under the Customs Act, 1962 with the Assistant Collector of Customs, New Customs House, New Delhi before commencing the commercial production.

The unit will require registration under the Import & Export (Control) Act, 1947 with the Joint Director General of Foreign Trade, Govt. of India before commencing the commercial production.

The unit will require registration under the Foreign Exchange Management Act, 1999 with the Reserve Bank of India before commencing the commercial production.

The unit will require registration under the Environment (Protection) Act, 1986 with the Ministry of Environment & Forests, Govt. of India before commencing the commercial production.

The unit will require registration under the Explosives Act, 1884 with the Chief Controller of Explosives, Nagpur before commencing the commercial production.

The unit will require registration under the Petroleum Act, 1934 with the Chief Controller of Explosives, Nagpur before commencing the commercial production.

The unit will require registration under the Petroleum Rules, 2002

granted to the Aeronautical Training School of the proposed Mysore Airways limited up to a limit of 12 candidates, i.e., a guarantee of Rs.4,320 per annum. Such candidates being nominated by the Department of the Director of Civil Aviation in India.

(c) Candidates passing out of the Aeronautical Training School of the proposed Mysore Airways Limited, on obtaining the qualifying licences, should be granted the same privileges as are enjoyed by candidates passing out of recognised flying clubs in British India.

A reply to this communication has not yet been received.

Communications are also being carried on with the Mysore Government, and the following has been submitted to the Board of Mysore for consideration in conjunction with other concessions asked for, viz. only:-

"The Company will undertake to train Aeronautical Pilots. Preference will be given to persons sent by the Government of Mysore, and to the subjects of His Highness the Maharajah of Mysore. If such could be found by the Company satisfactory, as certified by the Government of India Air Authorities, the Company to be given a subsidy of say Rs.300/-, provided that the pupil is a subject of His Highness the Maharajah of Mysore."

This matter is now being considered by the Government of Mysore.

The Board's instructions in this connection in connection with the Air Defence Force, Air Force, India, were as follows:-

"Under the specified conditions the Air Force, India, would recognise Pilots, Ground Engineers and Wireless Operators, trained under such specified conditions, to be admitted out here into the Corresponding ranks of the Royal Air Force and the Air Force, India, such admission being that of the equivalent rank to qualify them for active service as at home".

A reply to this is awaited.

It is further proposed to establish a Flying Club at

NOTES FOR DEPUTATION TO THE MYSORE GOVERNMENT FOR 14TH. FEBRUARY 1940.

TRAINING SCHOOL.

Policy of Government of India in recruiting from Flying Clubs and existing Schools gives little chance to Mysore youths to avail themselves of this opportunity of Careers in Aviation.

Flying Club instruction, Madras being the nearest Club, is expensive in spite of drastic reduction in rates and prolonged because pupils cannot monopolise the 'planes available.

Bangalore is geographically and climatically situated to be an ideal Training centre for the Mysore State and adjoining districts.

The combination of a Training School with a Mysore Airways Company would ensure rapid training and the minimum cost to pupils.

In British India there is a subsidy given by the Director of Civil Aviation for every A licence pilot taught. This is not granted to pupils in Indian States. Cannot the Mysore Government grant a Limited number of subsidies for Mysore State subjects trained in Bangalore?

With a grant of Rs.500/- for every Mysore subject trained for a career in Aviation (up to 12 a year) such pupils would be able to obtain their A license at very low cost. The subsequent hours (maximum 25) for A.1. license could be obtained on machines of economic petrol consumption, keeping costs as low as possible. An A.1. pilot entitles to fly freight and mail machines and could complete 100 hours for B license qualification as Assistant Pilot on the Airways' 'planes, thus becoming familiar with regular air-routes instead of having to 'kil time' in the air as done from necessity at a Flying Club.

While other companies should be welcomed to use Bangalore Aerodrome, the importance of this centre to Mysore State should be fully realised. Expansion of services should spread out from such a centre and this can only be done by establishing a recognised Company at Bangalore to be supported by the Mysore Government. The Company as it expanded would employ Mysore pilots trained at its school on the above lines and this would ensure that Mysore subjects would not be passed over.

Jakkur Aerodrome.- Under what conditions will the Mysore Government rent sites for the establishment of a Mysore Airways with connected Training School and Flying Club?

A Flying Club is considered necessary to cater for those who may not wish to take up Aviation as a career. It would be able to hire 'planes at low rates from the Airways' Company and share in the use of Instructors and Engineers. Its social side should be managed by separate committee elected from its own members.

Permission would be required to erect hangars, petrol pumps, offices and Club House. (A luxury Club is not contemplated, but Rest-house quarters might be needed).

Government use of Charter 'Planes.- The Government to guarantee a minimum of Rs.6,000/- per annum for the charter of 'planes by them for official use or otherwise.

The Company to undertake to charter 'planes for such use at special rates.

The Government to arrange for the clearing of landing grounds at important centres in the Mysore State. Landing grounds, as distinct from regular aerodromes, can be prepared at very low cost suitable for use with the special 'planes which the Company have been offered, owing to the nature of the ground in Mysore.

Airways Limited

SATURDAY'S MEETING AT FUNNELLS 3096

Bangalore, Feb 12

A meeting was held at Funnells on Saturday evening, the object being to place before those who wish to take up flying as a career the way in which they may qualify and obtain the necessary licences to either join the Royal Air Force, the Air Forces, India, or Commercial Air Services operating in India.

Among those present were Mr H H Carleston, I C S, Collector and District Magistrate, C & M Station and a number of planters interested in aviation.

The first intention of this undertaking was to establish a daily air service between Bangalore and Bombay, the distance being about 547 miles occupying 5½ flying hours As this scheme, however, will take time till aerodromes are constructed it has been suggested, meanwhile, to commence, with the assistance of the proposed Mysore Airways Limited, an Aeronautical Training School by which means Pilots can be trained to secure their "A", "A1," and "B" licences, and whereby others. too could receive instruction as Ground Engineers and Mechanics.

It was explained to those present that there are three grades of licences for Pilots in India, namely, "A", "A1" and "B", how these licences can be obtained, what it would cost in fees and the flying time it is necessary to put in. Having obtained these certificates the holders would have an opportunity of joining the Indian Air Force or a Commercial Air Service. It was proposed that a certain number of pupils would be helped by subsidies, and how these subsidies were to be obtained was explained.

Particular attention was drawn to an article that appeared in the "Madras Mail" on the 10th, whereby the question had been taken up in the Central Assembly, when the resolution put up by Sir Raza Ali recommending early steps to strengthen the air defence of India by providing suitable air training for Indian youths, and establishing an auxiliary Air Force manned by Indians, was passed without a division.

There are many who would only be too pleased to take up flying as a career but cannot pay the fees, and in order to help these to meet a part of their fees, the Mysore Airways Constructional Syndicate have put up a proposal to the Government of Mysore whereby the Company would undertake to train twelve Pilots per annum nominated by the Mysore Government who are subjects of His Highness the Maharaja of Mysore, and for each pupil trained by the Company satisfactorily for his "A" and "A1" licences, as would be certified to by the Government of India Air Authorities, the Company be given a subsidy of Rs 500 on every such pupil. This means that the Gevernment would pay half the fee and the pupil the other half.

The Government of India are at

(Sd.) J. M. GREEN,
Commissioner of Police,
C. & M. Station, Bangalore.

New Delhi, to ascertain ... Mysore Airways Ae... School could be ... category as these ... British India.

... Airways Construc... is also in correspon... Air Commander in... India, who has ... under what speci... Air Forces, ... recognise Pilots, ... and Mechanics if ... Mysore Airways ... School, so that ... admitted into the Com... the Royal Air Force ... Forces India.

... present at the meet... applications to join ... Training Schoo ... and Ground Engineers ... School is established. ... that a further ... held at a later date ... details could ...

... taken in select... staff of the Aeronau... School. Three firms in ... offered aeroplanes to ... Airways Constructional ... firm is prepared ... lot and Ground Engi... the staff of the ...

... see the First ... of the Govern... Tuesday next ... have an oppor... before the Go... benefit it is ... of Mysore to take ... career. Sir Mirza ... always eager to help ... would do well ... report to the Mysore ... thus to carry out a ... enterprise, and at the ... encourage aviation in ...

16th. February 1940.

Bid should be a cover addressed to me C. -

To,

The First Member of Council,

Government of Mysore,

Bangalore.

3146

From,

William F. Walke,

Secretary, Constructional Syndicate, Mysor. Airways Ltd:,

20, Museum Road,

Bangalore.

Sir,

RE:THE PROPOSED MYSORE AIRWAYS LIMITED.

With reference to your kind reception of the Deputation that discussed with you on the 14th. instant the formation of an Aviation Trianing School at Bangalore, I am asked by the promoters to approach you on the following matter.

While H.H.the Maharaja of Mysore's Government will be prepared to subsidise the training of Mysoreans at the School, and grant facilities for the erection of the necessary buildings at the Jakkur Aerodrome, the question of the rent of the required sites was left open.

The Government cannot see their way to guarantee any definite aim for the charter of 'planes used by their officials, but we should feel greatly encouraged if the above sites could be granted rent free.

The Mysore Airways aims to be the pioneer Company in Mysore, and there is a precedent at Karachi Aerodrome where the Imperial Airways were granted a similar concession. We respectfully request that this can be favourably considered.

I have the honour to be,
Sir,
Your most obedient servant,
Secretary,
Constructional Syndicate,
Mysore Airways Limited.

12 328-39-6

MYSORE AIRWAYS LIMITED.
(Under Construction)

GEN. & REVENUE ... SECT.
23 FEB
DEVELOPMENT DEPARTMENT.

20, Museum Road,
Bangalore.

21st, February 1940. 3188

The Secretary,
Development Department,
Government of Mysore,
Bangalore.

Dear Sir,

RE: THE PROPOSED MYSORE AIRWAYS LIMITED.

MECHANICAL REPAIRS TO
AEROPLANES.

The question has arisen as to the establishment of a Workshop at the Jakkur Aerodrome in connection with mechanical repairs to aeroplanes belonging to the Company, and as to establish such a workshop there would mean a considerable outlay, to avoid this it is suggested that as the Public Works Department has an up-to-date workshop under the Executive Engineer, Bangalore Division, the Government should be requested to assist the Mysore Airways Limited by allowing any mechanical repairs to be done at these workshops on the usual payment.

As we are having a meeting as early as possible regarding the flotation of the Company, and as estimates have to be put up, and early reply would be appreciated.

Yours faithfully,
William F. Walke

Secretary,
Constructional Syndicate,
Mysore Airways Limited.

D.O. No. D. 3913 D 24/1940

Dear Mr. Walke,

With reference to the interview which you and the other members of the deputation of the proposed " Mysore Airways Ltd.," had with the First Member of Council on the 14th inst. ~~today~~, I am desired to confirm the following decisions arrived at:-

(1) If and when the Flying School ~~was~~ is started and received recognition at the hands of the Govt. of India, the Mysore Government ~~would~~ will be prepared to give a subsidy, on the same terms as that of the Government of India, for each student of the State trained at the School, up to a limit of ~~12~~ twelve students per year, for ~~2~~ two or ~~3~~ three years in the first instance.

(2) Facilities for putting up hangars, etc, on the aerodrome ~~would~~ will be given when the school ~~was~~ is ready to be started, on terms to be settled in due course.

(3) The proposal re: the charter of planes by officers during their tours ~~was~~ is not accept~~ed~~ed

Yours sincerely,

14/2

W.F.Walke, ~~E~~sq.,
Secretary, Constructional Syndicate
of the Mysore Airways, Ltd.,
20, Museum Road,
Bangalore.

24-2-40
Signed by Mr.
C.S.M.

2 Enclosures

D 3913/12-328-39-7

Dear Mr. Wolfe,

With reference to the interview which you and the other members of the deputation of the proposed 'Mysore Airways Ltd.,' had with the First Member of Council on the 14th instant, I am desired to confirm the following decisions arrived at:-

(1) If and when the Flying School is started and received recognition at the hands of the Government of India, the Mysore Government will be prepared to give a subsidy, on the same terms as that of the Government of India, for each student of the State trained at the School, up to a limit of twelve students per year, for two or three years in the first instance.

(2) Facilities for putting up hangars etc., on the aerodrome will be given when the school is ready to be started on terms to be settled in due course.

(3) The proposal regarding the charter of planes by

P.T.O.

by officers during their tours is not acceptable.

Yours sincerely,

N.P.Walke, Esq.,
Secretary, Contractional Syndicate
of the Mysore Airways, Ltd., 20, Museum Road,
BANGALORE.

9Be

GEOGRAPHICAL DEPT.
22 FEB 1940
GOVT. REVENUE SECRETARIAT
22 FEB

It is the intention of the proposed Mysore Airways Limited to register the Company with the Registrar of Joint Stock Companies in Mysore, as well as under the Indian Companies Act in the Cantonment of Bangalore. 3175

It is also proposed to take a house, No.20 Residency Road, situated within the limits of the Bangalore Cantonment; in which the Technical work of the Aeronautical Training School will be done, and for the practical work on aircraft the pupils will be taken to the Civil Aerodrome at Jakkur.

The Director of Civil Aviation in India was written to on the 3rd. December/39 and asked:-

> 'Is this proposed Training School will be established in a State, would it in consequence be excluded from receiving those benefits which the Government of India extend to other Aeronautical Training Institutes'.

To this the Director of Civil Aviation replied on the 11th. January/40 as under:-

> 'The fact that an Aeronautical Training School is established in an Indian State does not preclude it from receiving the expert advice or assistance of officers of this Directorate. Financial assistance is not, however, extended by the Government of India to such Institutions. Pilots trained at such Institutions and to whom a licence is issued under the Indian Aircraft Rules will of course be recognised'.

On the 16th. November/39 the 'Gazette of India' published the conditions under which the Government of India were prepared to give financial assistance to men who are prepared to train as pilots and engineers, and to give an undertaking to serve in the Air Force if and when called upon to do so.

On receiving the Director of Civil Aviation's reply to his letter of the 11th. January/40, that financial help could not be given to Training Institutes established in an Indian State, it was decided to register the Mysore Airways Limited under the

Indian Companies Act in the Bangalore Cantonment in addition to the registration in the Mysore State.

The Government of Mysore through their First Member of Council, who met a Deputation from the Constructional Committee of the proposed Mysore Airways Limited, expressed willingness to grant a subsidy to Mysoreans who wished to take their training as pilots in the proposed Training School.

Applications have been received from boys educated in European Schools in Bangalore situated in the Cantonment to join the proposed Flying School, and as they cannot receive any subsidy from the Government of Mysore, it is proposed to take up the application of Mr. Wright, a pupil of the Bishop Cotton School, who is 18 years, as he wants to know if he would be entitled to a subsidy from the Government of India.

As the Training School would also be registered under the Indian Companies Act, and as he is a resident in the Cantonment, it is suggested that such application be referred to the Director of Civil Aviation in India for consideration.

Bangalore:
22nd. February 1940.

William F. Walke

Secretary,
Constructional Syndicate,
Mysore Airways Limited.

[illegible].

Dist. February [illegible].

From,

[illegible] M. Lake.
Secretary,
International Syndicate,
Lyons Airways Limited,
22, Wigmore Road,
London.

To,

[illegible] Tyrrell, Esquire, [illegible], K.C.,
Director of Civil Aviation in India,
New Delhi.

Sir,

[illegible]

I have the honour to acknowledge with thanks your letter No.[illegible] of the 14th. February 1940, and note with satisfaction:-

(a) that the proposed aeronautical training school at Ambala has been established, and it will be run at on to the light of other similar institutes in India.

(b) Machine Aircraft.- Regarding this I may say that we have met with considerable trouble to get complete details from builders of aircraft in England, with the result that we have been offered certain machines both new and second-hand by the following companies.-

(i) Messrs. A.V.Roe Limited.

(ii) Messrs. The De Havilland Aircraft Co. Ltd.

(iii) Messrs. The General Aircraft Limited.

Which machines I do hope referred to in my letter to you of the 16th. February 1940.

Light Bombers & Target Tugs.- You will also have noted in my letter that the General Aircraft Limited, builders of the Hygest Monoplane, have offered to send out with one of these machines a Miles Hectometer and Ground Engineer, who in demonstrating this new type of aircraft will be able to be most advisable for flying schools, will also help to start the training school here. This will be the nucleus of our staff to commence with, to be supplemented later by others as the required [illegible]

increase, and in this connection we have several well qualified men in view.

FINANCIAL ASSISTANCE.- It is to be regretted that the Mysore Airways Aeronautical Training School cannot be put in the same category as Flying Clubs in British India, owing to its being in an Indian State.

APPOINTMENT OF MEMBER OF YOUR STAFF ON DIRECTORATE.- I note that it is not the practice of the Government of India to permit their Officers to serve as Directors of companies.

I would here like to explain that this request was made in consequence of Rule 35 (page 9) of the Memorandum of Association of the Madras Flying Club which was pointed out to us.

QUALIFIED PERSONS.- I see that there will be no discrimibation between qualified persons whether trained at subsidised clubs or elsewhere.

TRAINING FEES.- To this we are giving our utmost attention The Madras Flying Club used to charge Rs.40/- per flying hour, but Dr.Dyson, the President of that club,informed Mr. ..A.Davies, a member of our Constructional Syndicate, that they have now been able to reduce this to Rs.25/-. Your advice on this matter is appreciated, and as matters are now in the hands of the financial promoters, I am passing this information on to them. Our policy is to safeguard efficiency and at the same time to keep fees as low as possible for the benefit of the pupils.

INDIAN AIRCRAFT RULES 1937.- I have written to the Manager of Publications for a copy of these rules.

It is now clear from your letter that neither an "A" nor "A1" pilot, though a "B" licenced pilot be in charge of a 'plane carrying passengers, would not be permitted to take charge of the machine while in flight.

The above, I think, deals with the various points in your letter

ASSISTANCE FROM THE GOVERNMENT OF MYSORE.- In conclusion I have to say that the sponsors of the Mysore Airways Limited have met in deputation the First Member of Council of the Government of

Mysore, and it has been arranged that the Government will pay Rs.500/- for every Mysorean who qualifies for his "A" and "A1" licence. This with other concessions promised, is enabling us to float the Mysore Airways Limited at an early date, and as soon as this is done, we will cable for the machines we intend to order out.

As soon as this has been put into operation, we will then give attention to the Bangalore-Bombay Air Service. This, however, may take a little time, as the question about aerodromes en route in British India will have to be solved.

I have the honour to be,
Sir,
Your most obedient servant,

William A. Wake.
Secretary.
Constructional Syndicate,
Mysore Airways Limited.

[illegible] Y.

[illegible] CIVIL AVIATION [illegible].

No. T-2.

New Delhi, [illegible]th. February 1940.

From

F. Tymms, [illegible],
Director of Civil Aviation in India.

To

William [illegible], Esq.,
[illegible] Museum Road,
Bangalore.

Subject: Proposed Aeronautical Training School
at Bangalore.

Sir,

I have the honour to refer to the concluding paragraph of your letter dated the 19th. January [illegible] and to make the following observations on the points raised therein.-

(a) Formal recognition of the proposed Aeronautical Training School by this Directorate or the Government of India is not necessary, but when the Institution starts functioning, it will be brought on to the list of other similar institutions in India. You are no doubt aware that there is great difficulty in obtaining aircraft and spares owing to the war, and it will be extremely difficult for you to get an experienced pilot instructor and ground engineer.

(b) It is regretted that no financial assistance in the shape of subsidy or loans can be offered by the Government of India and it is not the practice of Government to permit their officers to serve as directors of companies.

(c) No discrimination is made between qualified persons whether trained at the subsidised clubs or elsewhere.

(d) You state that you intend to charge Rs. [illegible] for an "A-1" licence. The cost of operation of a [illegible] aeroplane in the best run flying clubs is not less than Rs.40/- an hour, and the "A-1" licence training involves not less than [illegible] hours flying.

I note that you intend [illegible] licence [illegible] experience

The Times of India

Tuesday, February 20, 1940.

Bengalore-Bombay Air Service

TRAINING SCHOOL SCHEME

FROM OUR OWN CORRESPONDENT.

BANGALORE, February 16.

Further details relating to the establishment of a daily air service between Bangalore and Bombay and the starting of an aeronautical training school to train pilots for A, A1, and B licenses and to train ground engineers and mechanics are now available.

The route of the air service will be via Kadur, Hubli, Belgaum, Kolhapur, Mahabaleswar, and Bombay. It is proposed to cover the 547 miles in five and a half flying hours.

Since the preparation of the landing grounds at several places on the route will take some time, it is proposed, in the meanwhile, to start an Aeronautical Training school at Bangalore.

The Mysore Airways Constructional Syndicate, to be founded on a joint stock basis, has made a proposal to the Government of Mysore undertaking to train every year 12 pilots nominated by the latter. In return it asks for a subsidy of Rs. 500 per pilot trained for A and A1 license.

Three firms in England, it is gathered, have offered aeroplanes to the syndicate, and one of them is prepared to send out a pilot and a ground engineer to work on the staff of the training school.

Mr. K. V. Anantharaman, Second Member of the Mysore Executive Council, discussed the scheme with a deputation of its sponsors, and, it is gathered, assured them that he would place their views before the Government for sympathetic consideration.

There is also a proposal to start a Flying Club in Bangalore.

I&C 379-39-8.

Confidential
D.O.No.Pol.9 of 40

THE RESIDENCY,
BANGALORE.
3321 12th March 1940.

Subject:-Proposal of Mr.W.F.Walke for promoting a Company under the name of "Mysore Airways Ltd." for the development of commercial aviation in the Mysore State.

- - - - -

My dear Sir Mirza.

I write to forward a copy of the papers cited in the margin on the above subject and to state that the Director of Civil Aviation is of the opinion that none of the various schemes of Mr.Walke regarding air transport, air training, construction of aerodromes, management of aeredromes etc., are based on real practical knowledge, while his financial standing is purely a matter of conjecture. Further there is reason to believe that Mr. Walke's method is to apprach a large number of authorities and to endeavour to persuade each that he has the support of the others. In the circumstances Mr. Walke's proposals require that they should be received with extreme caution and in their own interests it is desirable that the Government of Mysore should scrutinise them with the closest attention.

Letter from Mr. W.F.Walke, Secretary, Constructional Syndicate, Mysore Airways, Ltd., to the Director of Civil Aviation in India dated the 20th January 1940.

Letter from the Director of Civil Aviation in India to Mr.W.F.Walke No.T-2 dated the -- February 1940.

Yours sincerely,
[signature]

Amin-ul-Mulk Sir Mirza M.Ismail,K.C.I.E., O.B.E.,
Dewan of Mysore, Bangalore.

Copy of letter dated the 20th January 1940 from Mr. Williams F. Walke, Secretary, Constructional Syndicate, Mysore Airways, Ltd., to the Director of Civil Aviation in India.

- - - - - - -

Mysore Airways Ltd.,

Further to my letter of the 15th instant, and with reference to paragraph 3 of your letter No.T2 of the 11th idem, I would like to subdivide the questions contained therein under the following heads:

1. That an Aeronautical Training School established in an Indian State does not preclude it from receiving the expert advice or assistance of officers of your Directorate.

2. That financial assistance is not, however, extended by the Government of India to such institutions.

3. That pilots trained at such institutions and to whom a licence is issued under the Indian Aircraft Rules, will, of course be recognised.

The Mysore Airways Ltd., is a company to be formed with the primary object of developing internal Air Services in South India, radiating out from Bangalore to co-operate with existing companies operating along the east and west coasts and to establish a regular service with this important centre and the vital commercial terminus at Bombay. The capital of Rs.10,00,000 is assured.

As subsidiary undertakings, it has been decided to confederate with the company an Aeronautical Training School and a Taxiplane service.

The first object on the company being floated will be to establish the Aeronautical Training School with which the taxiplane service would automatically operate, whereby the machines owned by the Mysore Airways Ltd., and used by the Aeronautical Training School could be requisitioned by the taxi air service.

The Mysore Airways Ltd., would be registered under

under the Act of the Mysore Joint Stock Companies. The Head Office would be located in the City of Bangalore, and hence would be in the State of Mysore.

The Aeronautical Training School would be established in a building in the Bangalore Cantonment where all the technical education would be carried out and for the practical work pupils would be taken to Jakkur where the Mysore State Civil Aerodrome is established.

The Mysore Airways Ltd., is now negotiating with the Mysore Government to hand the management of this aerodrome over to them, and hence the staff would be paid by the company, and the aerodrome would be completed by the company under the rules as laid down by the Government of India.

The training in Flying Clubs for a pilot's certificate has hitherto been more for the rich i.e. those who take up flying as a hobby. Up to date a pupil in a Flying Club has only been able to obtain a license in India at a cost of something like Rs.10,000/-. The object of the Mysore Airways Ltd., would be to train a pupil at their Aeronautical Training School so that he can get his "A","A1" and "B" licences, at a reasonable cost in India.

The Mysore Airways Ltd., are also negotiating with the Government of Mysore to, nominate 12 pupils per annum, against which it is expected that the Government would grant a subsidy of Rs.6,000/- per annum to be paid to the Mysore Airways Ltd. as training fees of these pupils to obtain their "A1" licence. The balance of training fees would be payable by the pupils.

If a pupil wishes to obtain his "B" licence, and to continue with the Mysore Airways Ltd., he will pay his own fees.

It is proposed to charge:-

(1) Rs.1,000/- for a pupil to obtain his "A1" licence and in case of a subsidided pupil it is proposed that the Mysore Government should pay half of the amount.

(2) To obtain a "B" licence a further sum of Rs.2,000/- will be paid by the pupil.

The proposed tuition scheme being as follows:-

The

The Taxi service will use four seater planes that can be fitted with dual control. As on occasions, all seats may not be occupied by passengers, a pupil (holding a licence) will then accompany the pilot and fly the plane when it is in the air. Passengers being aboard the qualified pilot would take over for all the take-offs and landing. On returning to Bangalore the pupil will practice there so that his flying hours can be spent flying dual and learning the routes over South India and requisite landing and take-offs would be practised without any risk to passengers and mails.

The promoters of the Mysore Airways Ltd., are in correspondence with the Commander-in-Chief of the Air Forces, India, regarding pupils passing out of the Aeronautical Training School of the Mysore Airways Ltd., being eligible for appointment in the Royal Air Force as opportunity may offer.

Taking the above information into considerations, I am requested to put the following proposals before you for your deliberation:-

(a) That the Mysore Airways Ltd., be recognised, in particular, their Aeronautical Training School by the Government of India in the category of the Flying Clubs in British India, and that a member of your Department be appointed as a Director on the Board of the company.

(b) That the subsidy of Rs.400/- granted to the candidates of the Government of India to the various Flying Clubs in ~~Britx~~ British India, be granted to the Aeronautical Training School of the Mysore Airways Ltd., up to a limit of 12 candidates, i.e. a guarantee of Rs.4,800/- per annum. ~~Such~~ candidates being nominated by your Department.

(c) Candidates passing out of the Aeronautical Training School of the Mysore Airways Ltd., and on obtaining the qualified licenses, should be granted the same privilages as are enjoyed by candidates passing out of recognised Flying Clubs in British India.

(d) That the proposed scheme for "B" licence be considered

considered and approved.

An early reply will oblige.

Copy of letter No.T-2, dated the --February 1940 from the Director of Civil Aviation in India to Mr. Williams F.Walke, No.20, Museum Raod, Bangalore.

- - - - - - -

Subject:- Proposed Aeronautical Training School at Bangalore.

- - - - - - -

I have the honour to refer to the concluding paragraph of your letter dated the 20th January 1940 and to make the following observations on the points raised therein:-

(a) Formal recognition of the proposed Aeronautical Training School by this Directorate or the Government of India is not necessary, but when the institution starts functioning, it will be brought on to the list of other similar institutions in India. You are no doubt aware that there is great difficulty in obtaining aircraft and spares owing to the war, and it may be extremely difficult for you to get an experienced Pilot Instructor and Ground Engineer.

(b) It is regretted that no financial assistance in the shape of subsidy or bonus can be offered by the Government of India and it is not the practice of Government to permit their officers to serve as Directors of companies.

(c) No discrimination is made between qualified persons whether trained at the subsidised clubs or elsewhere.

(d) You state that you intend to charge Rs.1,000/- for an "A-1" licence. The Cost of operation of a training aeroplane in the best managed flying clubs is not less than Rs.40/- an hour, and the "A-1" licence training involves not less than 120 hours flying.

2. I note that you intend 'A' licence pilots to get experience towards their 'B' licence, by allowing them to fly a passenger aeroplane on an air service with dual control fitted. In spite of the fact that there would be a 'B' pilot on board in charge of the aircraft, you would be infringing the Indian Aircraft Rules and this would not be allowed.

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE

General and Revenue Secretariat

No. D 4204 - I&C 379-39 Secy

Dated, Bangalore, 15 March 1940.

From

The Secretary to the Government of His Highness the Maharaja of Mysore,
Development Department.

To

The Chief Engineer in Mysore

Bangalore.

Sir,

I am directed to forward herewith copies of letters dated 16th and 21st February 1940 received from Mr. W.F. Walke, Secretary, ~~Constructional~~ Constructional Syndicate of the proposed Mysore Railways, Ltd., 20, Museum Road, Bangalore, requesting for the Grant of lands near Yakkur Aerodrome free of cost for putting up necessary buildings for the proposed training school and requesting permission to make use of the Public Works Department Workshop for effecting repairs, etc., to the aeroplanes of the Company and to request you to favour Government with your opinion regarding the requests of Mr. Walke.

I have the honour to be,

Sir,

Your most obedient servant,

for Secretary to Government,
Development Department.

Aga/2.

Appendix F G—1]

SUBJECT..... Facilities to the Mysore Airways Ltd. for starting a Flying Training School in the State. .....

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.....

Diary No. of letter replied to .....

General and Revenue Secretariat

( )

the *193* .

Date of issue.... 15/2/40

Flag V
" V

Signed by ..... Mr George Matthan

receive upon
favour send me
your opinion
regarding the
relevant D No
relevant D No
Walker

List of enclosures.....

Copied by.....

Examined by .....

Section 9+c

File No. 379-39

Serial No. 9

No. D 4204 Secy

To

The Chief Engineer in Mysore,

Sir,

I am directed to forward herewith ~~copies~~ for favor of furnishing your remarks, copies of letters dy 16th and 21st February 1940 received from Mr W.F. Walke, Secretary, Constructional Syndicate of the proposed Mysore Airways Ltd., 20, Museum Road, Bangalore, requesting for the grant of lands near Jakkur Aerodrome free of cost for putting up necessary buildings for the proposed Training School and requesting permission to make use of the P.W.D. Workshop for effecting repairs etc. to the aeroplanes of the Company &

Please etc
W 12/2
for Secy to Govt.
Gen. Dept.

WD 0278—GPB—30,000—4-3-38

Circ
18/3

CONFIDENTIAL.

My dear Col. Gordon,

Thank you very much for your kind D.O. letter No.Pol. 9 of 40 dated the 4th March 1940 and its enclosures, regarding the scheme of the company proposed to be floated in the State under the name of the " Mysore Airways Ltd."

The impression that we have gathered about the proposed Company is much the same as that outlined in your letter, but all that we have promised the promoters is that if and when the Flying School is opened by them and receives recognition at the hands of the Govt. of India, we shall be glad to give a subsidy, on the same terms as those of the Government of India, for each student of the State trained at the school up to a limit of twelve students per ~~year~~ annum, for two or three years in the first instance. We have also, of course, promised to give them the necessary facilities for putting up hangars, etc., on the aerodrome at Jakkur. This is also contingent on their securing recognition

Yours sincerely,

Ce 1873

DRAFT.

of the proposed institution by the Civil Aviation authorities.

New

D.O.NO.6781.

Bangalore,
19th March 1940.

My dear Colonel Gordon,

Thank you very much for your kind D.O. letter No. Pol. 9 of 40 dated the 4th March, 1940, and its enclosures, regarding the scheme of the company proposed to be floated in the State under the name of the "Mysore Airways Ltd."

The impression that we have gathered about the proposed Company is much the same as that outlined in your letter, but all that we have promised the promoters is that if and when the Flying School is opened by them and receives recognition at the hands of the Government of India, we shall be glad to give a subsidy, on the same terms as those of the Government of India, for each student of the State trained at the school up to a limit of twelve students per annum, for two or three years in the first instance. We have also, of course, promised to give them the necessary facilities for putting up hangars, etc., on the aerodrome at Jakkur. This is also contingent on their starting and securing recognition of the proposed institution by the Civil Aviation authorities.

Yours Sincerely,
(Sd) Mirza Ismail

The Hon'ble
Lieut.-Colonel J. E. Gordon, C.I.E., O.B.E., M.C.,
Resident in Mysore,
BANGALORE.

POINTS FOR DISCUSSION.-

1. Is the Mysore Government prepared to undertake technical instruction in Aviation at the University Institute of Science and Engineering College?

2. Having arranged for such technical education, how far will the Government of Mysore support a Company or Club conducting a Flying School at Jakkur?

3. Having two planes ready for shipment from England, is the Mysore Government prepared to subsidise the Flying Club or Company to the extent of Rs.50,000/- to cover the cost of the purchase and shipment of the aeroplanes?

4. If the Government is not prepared to make Aviation a University matter, will they support a Public Company which will undertake the training of Pilots, etc.. extent of support to ensure the successful flotation of the Company would be 8,000 5% accumulative preferential shares of Rs.10/- , etc:.

5. In view of the work done by Mr.Walke in first stressing the importance of Aviation in Mysore and getting on with the job, should the Mysore Government decide to take over the whole of the work done as well as the planes to run a University Flying School distinct from any club, what is the position of Mr.Walke and the members of the Constructional Syndicate who have already met the preliminary costs?

Bangalore:
15th.July 1940.

MEMBERS OF THE SYNDICATE:

Mr. P.A.Davies.
Mr.D.Siddanna.
Mr.H.J.Egerton.
Mr.G.F.White.
Mr.J.S.Youngman.
Mr. .F.Walke (Secretary).

Motions proposed to be moved on the demands for Additional and supplementary grants for 1939-40, presented to the Legislative Council (June 1940).

Serial No.	Number of demand	Motion	Mover
		14. SCIENTIFIC AND MISCELLANEOUS DEPARTMENTS—5. CENSUS.	
1	8	The demand for Rs. 14,273 be reduced by Rs. 100 to request Government to enumerate the "Left-Hand" Adikarnatakas (Adi-Jambavas) separately from the "Right-Hand" Adikarnatakas.	Mr. T. Ramachandra.
		17. MISCELLANEOUS—6. MISCELLANEOUS—IRRECOVERABLE LOANS WRITTEN OFF.	
2	9	The demand for Rs. 10,553 be reduced by Rs. 100 to request Government to state the reasons for the failure of the Bhadra Agricultural Colony.	Do
		19. JAILS—2. JAILS AND LOCK-UPS AND 3. JAIL MANUFACTURES.	
3	10	The demand for Rs. 94,400 be reduced by Re. 1 to ascertain how far the new Jails were properly equipped.	Mr. B. R. Puttananjappa.
4	10	The demand for Rs. 94,400 be reduced by Rs. 100 to request Government to afford special facilities to political prisoners stationed at Byramangala.	Mr. T. Ramachandra.
		20. POLICE. 3 POLICE FORCE.	
5	11	The demand for Rs. 29,000 be reduced by Rs. 100 to request Government to purchase all the leather articles required by the Police, from manufacturers in the Mysore State.	Do
		23. IRRIGATION WORKS CHARGED TO REVENUE.	
6	13	The demand for Rs 6,27,000 be reduced by Rs. 100 to raise a discussion for ascertaining as to the amount already spent under various items.	Mr. K. R. Subbannachar.
7	13	The demand Rs. 6,27,000 be reduced by Rs. 100 to raise a discussion on the policy the Government has been generally following regarding these additional and supplementary grants.	Do
8	13	The demand for Rs. 6,27,000 be reduced by Rs. 100 to raise a discussion as to the desirability of taking the sanction of the Legislature by a Token-motion, before large schemes are launched.	Do
		EXPENDITURE CHARGEABLE TO ROAD FUND.	
9	28-A	The demand for Rs. 8,28,750 be reduced by Rs. 100 to request Government to institute training in Aeronautics at Bangalore.	Mr. T. Ramachandra.
		ADVANCES AND LOANS.	
10	30	The demand for Rs. 18,08,250 be reduced by Rs. 100 to request Government to allot a certain amount every year to be given as advances for Labourers' House-building Societies in industrial towns.	Do

Serial No.	Number of demand	Motion	Mover
11	30	The demand for Rs. 18,08,250 be reduced by Rs 100 to elicit from Government full information regarding the working of the Mysore Lamp Works.	Mr. T. Ramachandra.
12	30	The demand for Rs. 18,08,250 be reduced by Rs. 100 to raise a discussion on the grant of a loan to the Mysore Lamp Works.	Mr. K. R. Subbannachar.
13	30	The demand for Rs. 18,08,250 be reduced by Rs. 100 to raise a discussion on the cash-credit accommodation given to the Mysore Spun Silk Mills, Ltd.	Do

WD 3248—GPB—300—23-6-40.

Cut Motion No.9 on the additional and supplemental grants for 1939-40.

The Mysore Airways Sindicate has proposed to start a Flying School in Bangalore for training candidates in aeronautics. Government have agreed to grant a subsidy of Rs.500/- per annum to about a dozen Mysoreans for a period of two or three years on condition that the School is recognised by the Government of India. The Syndicate has since asked for the grant of housing facilities for its planes and the constitution of a Medical Board consisting of the State Medical Officers to examine and certify the candidates seeking admission to the School. The requests have been referred to the Residency for ascertaining whether the School has been recognised by the Government of India and if the facilities asked for may be granted.

[redacted]

D.O.No.2541.S-40.

BANGALORE,
3rd July 1940.

Proposed Aeronautical Training School at Bangalore.

My dear Nanda,

I am desired to refer to your demi-official letter No.D.Camp.46/I & C.379-39, dated the 14th June 1940.

2. According to information available in this Residency it is not usual for the Civil Aviation Directorate or the Government of India to accord formal recognition to an aeronautical school, but as soon as a school starts functioning it is brought on the list of such institutions in India. Before the Government of India are addressed in the terms of your demi-official letter referred to above, I am to request you kindly to let me know whether the Government of Mysore are satisfied that aircraft, spares, Pilot Instructor and Ground Engineer will be forthcoming and that the proposed school is in a position to start functioning without undue delay.

Yours sincerely,

R Macaw.

Charles E.Noronha, Esq., M.A.,
Secretary to the Government of His Highness
the Maharaja of Mysore,
Development Department.

CONFIDENTIAL.

D.O.No.Pol.9-40.

BANGALORE,
3rd July 1940.

Proposed Aeronautical Training School at Bangalore.

My dear Naroha,

I am desired to refer to your demi-official letter No.D.Camp.46/I & C.379-39, dated the 14th June 1940.

2. According to information available in this Residency it is not usual for the Civil Aviation Directorate or the Government of India to accord formal recognition to an aeronautical school, but as soon as a school starts functioning it is brought on the list of such institutions in India. Before the Government of India are addressed in the terms of your demi-official letter referred to above, I am to request you kindly to let me know whether the Government of Mysore are satisfied that aircraft, spares, Pilot Instructor and Ground Engineer will be forthcoming and that the proposed school is in a position to start functioning without undue delay.

Yours sincerely,

R Macaw.

Charles E.Noronha, Esq., M.A.,
Secretary to the Government of His Highness
the Maharaja of Mysore,
Development Department.

GENERAL AND REVENUE SECRETARIAT

~~D.O.No.~~

D.O. NoD Camp 46/Sec 379-39
enc 2

Dated, Bangalore, 14th J u n e 1940.

Please refer to the Hon'ble the Resident's confidential D.O. letter No.Pol. 9/40 of the 1st March last to the Dewan on the scheme of the Mysore Airways for development of commercial aviation in the State and the Dewan's reply of the 19th idem.

The Company has now approached the Government for the grant of the facilities detailed in the accompanying papers in connection with its proposal to establish a Flying School at Bangalore.

This Government will be much obliged if you can kindly ascertain and intimate, as early as possible, whether the Government of India have accorded recognition to the Company and if the assistance asked for may be given.

14/6

Major A. E. H. MACANN,
SECRETARY TO THE HON'BLE THE RESIDENT
IN MYSORE, B A N G A L O R E.

Appendix F G—1]

SUBJECT.....

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Diary No. of letter replied to.....

General and Revenue Secretariat

( )

the *19*

Date of issue 14-6-40

G

Signed by Jw. CE. Narona

F H

List of enclosures.....

Copied by .....

Examined by.....

Section D.2.e.

File No. 379-39

Serial No.

D.O.

No. D Camp 46

To

[Dear Major Macaury

Please refer to the Hon'ble the Resident's confl. D.O. letter No. Pol. 9/40 dated 9th of the 1st month last. re Devan to ~~Sir Thiruvadi~~ on the scheme of the Imperial Airways for development of Commercial aviation in the State and the Diwan's ~~Letter~~ reply of the 19th idem.

The Co. has now approached the Govt. for the grant of the facilities detailed in the accompanying papers ~~papers~~ in connection with its proposal to establish a

WD 03695—GPB—30,000—29-1-40

~~Typing School at Bangalore~~

~~Govt.~~ Govt. will be much obliged if you can kindly ascertain and intimate, as early as possible, whether the Govt. of India have accorded recognition to the Company and if the ~~for~~ assistance asked for may be given.

[yours sincerely]

C
18/6

13/6

Major A. E. H. Macaulay,

Secy to the Hon'ble the Resident

in Mysore, Bangalore

Rly
13/6

THE MYSORE AND SOUTH INDIA AIRWAYS

SUBMISSION TO BE PLACED BEFORE THE 1st.MEMBER
ON WEDNESDAY 5th.JUNE 1940

Reference :

Letter D/.16th. February '40
From Secretary, Mysore Airways.

To 1st. Member Council

Copy of letter attched for ready reference.

The Mysore and South India Airways claim to be the pioneer Air - Service Company in Mysore.

Submission

1st. That the Mysore Government give a concession to the Mysore and South India Airways of not making any charge for rent for the use of Jekkur Aerodrome.

2nd. That no rent shall be charged for the use of the hangers.

3rd. That the Mysore Government should make satisfactory arrangement for the storage of petrol supplies required by the Mysore and South India Airways.

4th. That if the Mysore and South India Airways wish to erect an office or club room for the Flying Club, that the Mysore Government grant the Company free land for same.

5th. As a precedent for the request of these concessions, the Karachi Aerodrome authorities have granted a concession to the Imperial Airways, the pioneer Company to use the Karachi Aerodrome, who under the concession are allowed to use the Aerodrome and buildings free of charge, a similar concession is now asked of the Mysore Government for the Mysore and South India Airways Ltd.

6th. As a set off for these concessions the Mysore and South India Airways are prepared to train

Mr. Bhashym

Asst. Aerodrome Officer,

•Jekkur Aerodrome,

for his 'A','AI' & 'B' licenses, free of charge.

THE MYSORE AND SOUTH INDIA
AIRWAYS

SUBMISSIONS TO BE PLACED BEFORE THE
1st.MEMBER ON WEDNESDAY
5th.JUNE1940

1st. That the Myaore Government grant a subsidy of Rs.500/- to be paid to the Mysore and South India Airways, for training the 12 pupils mentioned in the attatched list marked ('A') who are all Mysoreans, for their "A" license, with the object of getting them into the Indian Air Force.

2nd. That the Mysore Government arrange with the Chief Medical Officer to form a Medical Board to pass the 12 students mentioned in attached list as fit to take up a flying course.

That the Chief Medical Officer applies to the Director of Civil Aviation in India, New Delhi, for C.A. 8 forms, which is the Medical Certificate to be filled in.

It is essential that the Medical Examination takes place before the students commence their flying course.

3rd. Each student who is to receive the Government subsidy of Rs.500/- and who fails to pass for his "A" license should sign attach declaration marked ('B') countersigned by two recognised securities.

(B)

THE MYSORE AND SOUTH INDIA
AIRWAYS

DECLARATION FORM FOR TRAININY IN AVIATION
AT THE MYSORE AND SOUTH INDIA AERO-
NAUTICAL TRAINING SCHOOL
BANGALORE

I.....
the undersigned wish to undergo Training at the Mysore and South India **Aeronautical** Training School, Bangalore, as a subsidised pupil of the Mysore Government, to take my 'A' pilots license, my object being to try and go in the Indian Air Force. I am prepared to undergo a medical examination before joining the School.

I agree, either by myself, or through my securities who have countersigned this declaration, to refund the subsidy of Rs.500/- granted by the Mysore Government if I fail to obtain my 'A' license.

Securities

1.

2. Signature of Student.

20, Museum Road,
Bangalore.

May 6th, 1940.

The Chief Medical Officer,
Mysore Medical Department,
BANGALORE.

Dear Sir,

A V I A T I O N.

I beg to acknowledge receipt of your letter dated 30th April/40 (forwarded on 2nd May), for which I thank you.

Our object in interviewing you was, not that a medical authority should be appointed immediately to grant medical certificates, acceptable by the Director of Civil Aviation, for India, but to ascertain whether it would be possible for such an appointment to be made in Mysore, to pass a pupil who wished to take a flying course by joining the Mysore Airways Aeronautical Training School.

The Medical Certificate is of paramount importance in the first instance for two reasons

(1) Before the pupil can join the Aeronautical Training School, he would have to produce a Medical Certificate that he is physically fit to take a flying course.

(2) For the Mysore Government, in particular, to be satisfied, that they are paying the Rs.500/- subsidy to a pupil who has passed a medical test, that he is fit to take the flying course; such certificate being granted by a certified Medical Officer, recognised by the Director of Civil Aviation, in India, who grants the flying license for the Pilots on the strength of the Medical Certificate.

From this you will see why the appointment of a Medical Officer is paramount before the Aeronautical Training School is started.

On the other hand there can be no Training School without pupils, and the pupils can only join on producing a Medical Certificate.

Up to the present we have applications from 35 who wish to join the Training School for training as Pilots.

Further we cannot have a Training School without aeroplanes; this has already been provided for Three Cygnet 'planes have been ordered out from England and are due in Bangalore before the Monsoons start. One 'plane is already in Bangalore and is now being used in giving Joyrides at Jakkur Aerodrome. This 'plane is being taken over by the Mysore Airways.

I may mention that if at any time you should require a taxi to proceed upcountry on medical duty, this 'plane is available as a taxi and arrangements can be made by telephoning the Jakkur Aerodrome.

It is necessary that reference should made in the Company's Prospective regarding what arrangements have been made about the appointment of a Medical Authority.

Taking the above facts into consideration the promoters of the Mysore Airways would appreciate if you could help them by stating that the appointment of a Medical Authority by the Mysore Government would be considered on the occasion arising.

An early reply will oblige.

Yours faithfully,

Secretary,
Mysore Airways.

Mysore

BANGALORE, SATURDAY, MAY 25, 1940

New Planes For Bangalore

THE Mysore and Southern Airways Ltd. a Company that has, as one of its main objects, the establishment of an Aeronautical Training School in Bangalore, have ordered out from General Aircraft Ltd., Feltham, Middlesex, England, two Tricycle Cygnet 'planes to be used for the Training School. The claim for the Cygnet Tricycle 'plane is that a beginner can fly and land this machine safely, in half the usual time taken on a two wheeled 'plane.

It is as well, in order to understand the value of the Cygnet 'plane for a Training School, to read Flying Officer Charles F. Hughesdon's view of the Cygnet, which is as follows:—

My first acquaintance with the tricycle-under-carriaged aeroplane was the Monospar T 42 early in 1938. The impression that I gained was so so vivid that I felt I ought to mention my reactions to the tricycle undercarriage before airing my views on the Cygnet.

I was invited to fly the Monospar with Mr. Hollis Williams as the demonstrator. At first it appeared that I was about to fly a seaplane, the tail-up position being so contrary to the usual static attitude of an "orthodox" undercarriaged aircraft.

Gingerly I opened the throttle in order to move at the usual taxying speed, but Mr. Hollis Williams indicated that much more speed was permissible. So we taxied down-wind at 40 m.p.h., turning at what seemed a frightful speed roughly into wind, and opened the throttle fully. Within a few seconds we were in the air. A normal circuit was made, and then, much against my will, the throttles and tail-trimming gear were set to give an airspeed of about 80 m.p.h. and the rather flattish approach was begun. 20 feet off the ground I was told to take hands and feet off the controls. (I am a married man and well insured—life is as long as you make it—death comes but once—I did not insure the machine.) I did as I was told, eyes shut, feet pressing hard down on imaginary brake pedals. The undercarriage touched the ground. I waited for the colossal bounce which never happened, and we ran smoothly over the aerodrome, until again under protest I pulled the brakes hard on and we came to rest. Whew.

Time marches on, and I was introduced to G.A.'s latest product—the Cygnet—fitted with tricycle undercarriage. I came down to Hanworth post haste, and have been flying Cygnets from choice ever since.

To pilots who are not tricycle-minded (and few pilots are until they have made one circuit in a Cygnet), the first striking factor is the marvellous view when you get into the cockpit for the first time. There is no peering round the engine, or turning the whole aircraft to see what may lie ahead. Rather you look over the engine and the view is as good and possibly better than that obtained in a modern motor car. Consequently one taxies at 20-30 m.p.h. quite safely and under perfect control. The brake lever is handy for immediate, full and safe application if necessary.

After all, if one is permitted to travel by car over an aerodrome one never motors at 3 or 4 m.p.h.; one has only to watch the ground engineers take a Ford Utility across an aerodrome to realise the limitations of the average modern aircraft on the ground.

The Cygnet is consequently quickly taxied to the take-off position, so that the landing area is kept clear for other traffic. Owing to the good visibility from the cabin, it is possible to see the whole time whether aircraft are in the air or about to take off. The safety factor here is obvious.

If the way is clear, the taxying speed is maintained whilst turning into wind, the throttle is opened wide, and very shortly owing to the speed already in hand and the tail being already up one is in the air.

The twin rudders make the Cygnet extremely stable in the air, and it is usual to fly hands and feet off unless manoeuvring.

The flaps when fully extended give quite a steep angle of approach, and the only procedure required for landing is to glide or fly in with an air speed of 60/85 m. p. h., wait until the ground is somewhere near, ease the control column back, and wait for the wheels to touch the ground. The wings immediately assume a "no-lift" attitude, even though you may have landed 25 m. p. h. above the stalling speed, and it is in order then to apply the brakes as hard and as soon as you like. It seems revolutionary, but it works.

When the recent thaw set in I was taking off and landing on an aerodrome which was quite unserviceable for normal undercarriaged aircraft; in places the water was a foot deep. All that was noticeable in the Cygnet's performance was a very short landing run and, when we hit the water, a bow wave over the machine resembling a destroyer meeting heavy weather. Imagine any flight aeroplane in this country today operating under similar conditions.

One thing is certain. The tricycle has come to stay— as surely as did four-wheel brakes for motor cars. Therefore it only stands to reason that the Cygnet is away ahead of anything in this class of aircraft. It is well to remember that in the case of the normal aircraft it is necessary to stall the machine in order to effect a landing—in other words, to assume an attitude which, under certain conditions, may be highly undesirable. In the Cygnet, one lands well above the stalling speed, an anomaly which must be appreciated in particular by the so-called "old school" of pilots, who believe, quite rightly, in plenty of speed at all times. With apologies to the M. G. Company, one can with equal justification apply the term "safety fast" to the Cygnet."

As matters are a pupil in a Flying Club in India has only been able to obtain a licence at a cost of something like Rs. 10,000 to qualify him as a "B" grade pilot. The object of this Aeronautical Training School would be to train a pupil so that he can get his "A", "Al" and "B" licences at a cost much less.

The Government of India has decided to give financial assistance to men who are prepared to train as pilots and Engineers, and have recognised the Flying Clubs at Calcutta, Bombay, Madras, Karachi, Delhi, Lahore, Cawnpore and Lucknow, through which financial assistance can be obtained, and in the training of Mechanics wherever facilities are avilable.

The Mysore Airways Constructional Syndicate has carried on correspondance with the Director of Civil Aviation in India, at New Delhi, who has stated:—

"That an Aeronautical Training School established in an Indian State does not preclude it from receiving the expert advice or assistance of Officers of his Directorate ,and, that Pilots trained in such Institutes, and to whom a licence is issued under the Indian Aircraft Rules, will of course be recognised."

He further states that financial assistance is not, however, extended by the Government of India to such Institutes.

In reply to this communication, the Mysore Airways Constructional Syndicate has again written to the Director of Civil Aviation in India proposing for his deliberation matters relating to:—

(a) That the proposed Mysore Airways Limited be recognised in particular with regard to the Aeronautical Training School by the Government of India, in the category of Flying Clubs in British India, and that a member of his Department be appointed as a Director on the Board of the Company.

(b) That the subsidy of Rs. 400/- granted to the candidates in British India by the Government of India, be granted to the Aeronautical Training School of the proposed Mysore Airways Limited up to a limt of 12 candidates, i. e., a guarantee of Rs. 4,800 per annum. Such candidates being nominated by the Department of the Director of Civil Aviation in India.

BANGALORE, SATURDAY, JUNE 1, 1940

THE NEW "CYGNETS"

Foolproof Planes For Bangalore

AN amateur pilot by using a Cygnet 'plane to get his first thrill in aviation, gains more confidence in "taking off" or "landing" when he would in a two wheeler; once having gained this confidence, trials indicate that a full "A" licence can be obtained in literally half the time. This statement has caused no little controversy, and it is necessary to meet some of the criticisms which have been made. Before doing so, however, perhaps it would be as well to give some details of the Cygnet, to serve as a basis for the argument which follows.

The Cygnet is a single-engined, low-wing monoplane, of all-metal, stressed skin construction. It carries two people side-by-side in an enclosed cabin. It is fitted with a tricycle undercarriage, twin fins and rudders and split trailing edge flaps. Its maximum speed (with 150 h.p. engine) is 135 m.p.h., its cruising speed 115 m.p.h., and it has a range of 445 miles.

Manoeuvring on the ground is under steering control, with powerful brakes to check the speed. There is no swing either on take-off or climb. Landing is simplicity itself— instead of a definite landing speed, as is the case with the usual types, the Cygnet has a 25 m.p.h. landing range. It also has a fully aerobatic Certificate of Airworthiness.

Last year the prototype was flown by many people who had never before handled an aircraft, and all were amazed at the ease with which they learned to take off and land it. There has in fact been ample justification of our claim that the Cygnet heralds the era of simple flying.

Comments in the press have been enthusiastic, but a warning note was sounded by Major C. C. Turner in *The Daily Telegraph*. "It is claimed," he wrote, "for the Cygnet that it will reduce the time occupied in training a pilot by one half. Actually, however, care would have to be taken to avoid the danger of enabling pupils to fly before they have sufficiently mastered the elements of the art. Undesirable results might come from putting a large number of people in charge of a type of æroplane as easy to control as a motor car before they had undergone an arduous course."

Major Turner's motor car simile is suggestive. Before Henry Ford produced his motor car for the masses, motoring was an esoteric occupation, just as flying is to-day. With the arrival of the car that any one could drive, road travel degenerated into a battle with an undisciplined mob. It would appear at first sight that the production of an æroplane for the masses would bring about the same unhappy state of affairs in the air. But would it? For at least the first twenty years of popular motoring no form of driving test was enforced in this country. Quite unhampered by the necessity of training for any kind of examination, you had a few rough and ready lessons from a friend, sent off your five shillings for a licence, and took your place on the roads as a fully-fledged motorist. Small wonder that chaos ruled the highway. Small wonder that legislation, frantically pursuing the Juggernaut, became more and more restrictive, and ultimately insisted upon proper training for would-be drivers, with a test to eliminate the unsuitable.

In aviation the case is very different. Although flying for the masses has not yet arrived, it has long been the rule that the pupil pilot must pass a stringent test before he is adjudged fit to fly in his own right. Thus those who are unfit to have control of an aircraft are weeded out. In other words, the system which has been but lately evolved in the motoring world has been in force in aviation for many years. The introduction of aircraft which are relatively easy to fly must ultimately bring flying to the masses. But the unfit will still, presumably, be eliminated by that same system. And not until he has successfully completed the "arduous course" will the pupil be granted his licence. The function of the Cygnet would be to expedite his progress through that course.

Another adverse criticism of the Cygnet refers particularly to the tricycle undercarriage. It has been objected that it would be dangerous to train young pilots on an aircraft fitted with a tricycle chasis, and then transfer them to the conventional types. This objection was anticipated in an article in the second number of *General Aircraft News*, wherein we suggested that it was most important to instil confidence into the pupil by getting him off solo as quickly as possible. Skill and judgment would be developed as confidence increased, and a facile transfer to the present-day conventional type of aircraft could eventually be made.

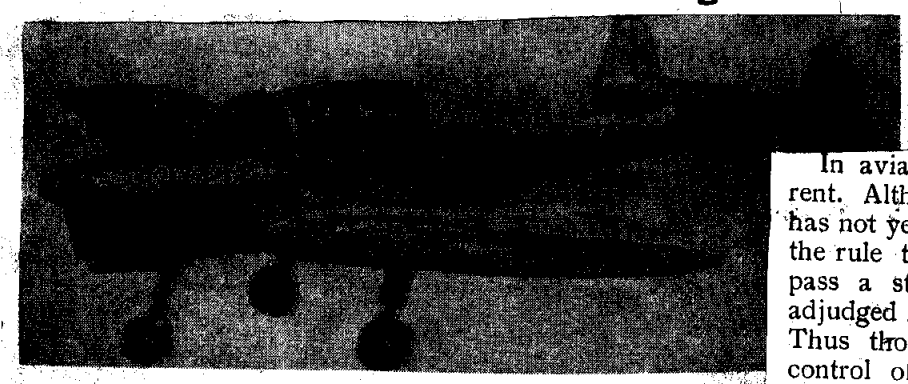
It is our conviction, however, that the features which make the Cygnet a safe and easy aeroplane to fly will be fitted as standard to the aircraft of tomorrow. Last September, for instance, we drew attention to the fact that at least twenty types already flying were fitted with a tricycle undercarriage. Before long, we predict, all aircraft will incorporate this feature; and the Cygnet, which has been described as revolutionary, will represent the standard type of elementary trainer.

Mysindia

BANGALORE, SATURDAY, JUNE 1, 1940

THE NEW "CYGNETS"

Foolproof Planes For Bangalore



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It is our conviction, however, that the features which make the Cygnet a safe and easy aeroplane to fly will be fitted as standard to the aircraft of tomorrow. Last September, for instance, we drew attention to the fact that at least twenty types already flying were fitted with a tricycle undercarriage. Before long, we predict, all aircraft will incorporate this feature; and the Cygnet, which has been described as revolutionary, will represent the standard type of elementary trainer.

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE

General and Revenue Secretariat.

No. D 685 / Ire 329-39-24 *Dated, Bangalore,...27.....July...1940.....*

FROM

The Secretary to the Government of His Highness the Maharaja of Mysore.

Development Department.

To

The Secretary,
The Mysore Airways Syndicate,
20, Museum Road, Bangalore.

SUBJECT: Participation of Government in the Syndicate's Scheme for starting a Flying School on a Joint Stock basis etc.

Sir,

With reference to the discussions Messrs.Davies and Walke had with the undersigned on the above subject, I am directed to inform you that your proposal that Government may take shares in the proposed company or give a subsidy is not acceptable and that as your original scheme has fallen through, the concessions offered by Government, communicated in my D.O.No.D.3913/I&C.379-39-7 dated 24th February 1940, may be considered as withdrawn.

Yours faithfully,

Sd/- C. E. Normha,

Secretary to Government,
Development Department.

Memo No. D 686-87

Copy of the above is fofwarded, with compliments, to the Chief Engineer of Mysore, for information. The file of his office bearing D.1692 is herewith returned.

By Order,

26/7/

For Secretary to Government,
Development Department.

SR/4

Appendix F G—1]

4 Copies please

SUBJECT.....

.....

.....

Section D & C

File No. 379-39

Serial No. 24.

Diary No. of letter replied to.....

No. D685

To The Secretary
The Mysore Airways Syndicate,
20, Museum Road, Bangalore

General and Revenue Secretariat

( )

the *19* .

Sir,

Date of issue 27/2/40

Subj: Participation of Govt in the Syndicate's scheme for starting a flying school or a joint stock basis etc

Signed by Mr Lyon

With reference to the discussions Messrs Davies and Walke had with the undersigned on the above subject, I am directed to inform you that your proposal that Govt. should take shares or give a subsidy in the proposed Company is not acceptable and that if you

List of enclosures.....

Copied by .....

Examined by.....

WD 03695—GPB—30,000—29-1-40

original scheme has fallen through,
the enclosures appeal to Govt, and
communicated in my office No
No. D. 3913/DIC 379-39-) dated 24/7/40,
may be considered as withdrawn and
the question dropped.

yours faithfully.

Ce ✓
23/7

D.686 [illegible]/23/7 Asst Secy

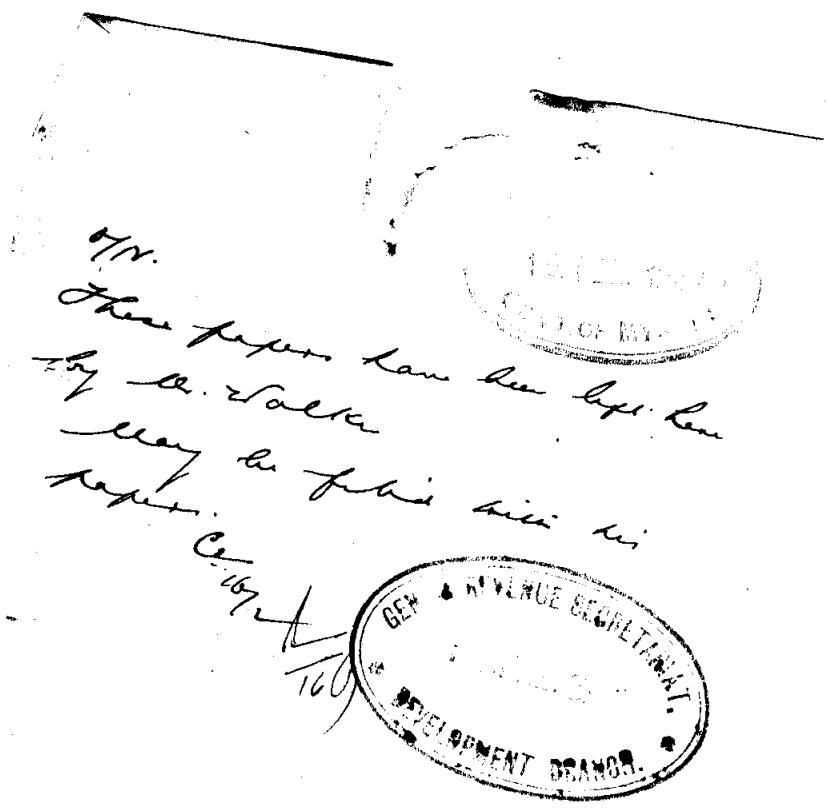
Copy to the Ch. Engr. for information.
The file in this office bearing D. 1692
is hereunto returned.

BJ
✓

[illegible]/23/7 for Asst Secy

D 687

Copy to the Regr. C.S. Cos for
info.
23/7


GEN. REVENUE SECRETARIAT.
DEVELOPMENT BRANCH.

6th May, 1940.

From:-

William F. Walke,
Secretary,
Mysore Airways
BANGALORE.

SECY. DEV. DEPT. 6 MAY 1940 GOVT. OF MYSORE

GEN & REVENUE SECRETARIAT 6 MAY 1940 DEVELOPMENT BRANCH.

4223

To:-

The Secretary,
to the Govt. of H.H. the Maharaja of Mysore,
Development Department,
BANGALORE.

Sir,

A V I A T I O N.

In continuation of my letter of 2nd May, 1940, re. Hangars, I have been instructed to write and suggest the following, as the question of putting up a Hangar for five 'planes at Jakkur is a matter of urgency, owing to the approach of the Monsoons.

1st. We understand that the Chief Engineer is asking for an emergency sanction of Rs.28,000/- for the erection of a temporary Hangar to house two machines.

2nd. If Government is prepared to pay the Mysore Airways that amount the Mysore Airways would undertake to erect a Hangar suitable to house the five 'planes that should be in Bangalore before the Monsoon bursts.

3rd. The Mysore Airways would arrange with Mr. T. Burke, who holds a Contractor's license from the Mysore Government, to undertake the work in the mutual understanding that if the cost exceeds Rs.28,000/- that the Mysore Airways will pay him the difference.

4th. Should the Mysore Government not agree to this proposition, plans will be immediately drawn up and submitted for approval.

I have the honour to be,

Sir,

Your most obedient Servant,

William F. Walke

Secretary,
Mysore Airways.

Dear Walter,

Please send enclosed to Norman.

Excuse haste.

Yours,

4/5/40

C. 6/5

Telegrams:— SUNTIKOPPA.

Bangalore Address.
5d, Ulsoor Road,
Bangalore.

SUNTIKOPPA ESTATE,
SUNTIKOPPA,
NORTH COORG, SOUTH INDIA.

4 . 5 . 1930.

WITHOUT PREJUDICE.

Dear Mr. Vaughan-Fowler,

When at your request I met you at the West End Hotel and explained certain matters with reference to the Mysore Airways, you kindly assured me that if you could be of assistance in any way, I had but to ask.

Since then I hear from sources, that cannot be lightly disregarded, that you have been busy in decrying the Mysore Airways, that you have stated that my associates and I are without financial backing and that as you claim to possess the sole agency for the Cygnet air-craft in India it will be quite impossible for us to obtain the three machines that the General Aircraft Co. have already agreed to send to Bangalore.

The General Aircraft Co. have definitely granted us the sole Agency for the Cygnet in the Mysore State with a Commission clause on sales in India effected by the Company, and the financial status of my associates and myself is hardly a matter in which you are in a position to judge.

Should you continue to express further doubts on these matters, they could of course be cleared up in a Court of Libel. The development of Aviation in India is however far too important to warrant the existence of individual rivalries and such development can only be served by the co-operation of those who realise that it is a matter of Public interest to further expansion.

In view of your assurances of co-operation given to me personally I shall welcome your denial of the statements that may have been attributed to you through misunderstanding.

Yours sincerely,

Copy to the Government of Mysore.(Development Department)
Copy to The General Aircraft Company, England.
Copy to the Air Services of India, Bombay.

COPY.

MYSORE AIRWAYS LIMITED.
(Under Construction)

SECY. DEV. DEP
1. MAR. 1940
GOVT OF MYSORE

OFFICE OF THE
FIRST MINISTER OF COUNCIL
MAR 12 1940
No. 8350.

GEN. & REVENUE SECRETARIAT
1 - MAR. 1
DEVELOPMENT DEPARTMENT

3288

20, Museum Road,
Bangalore.
1st. March 1940.

The Officer in Charge,
Jakkur Civil Aerodrome,
J a k k u r ,
District Bangalore.

Dear Sir,

With reference to your assertion that a hangar for public utility is to be erected at the Jakkur Civil Aerodrome at a near date, I have to say that the first aeroplane to be ordered by this Company, now under construction, according to cable advice is due out here by the end of next month, and as enquiries are being made as to hangar accommodation, I have been directed specially to ask about the building of this hangar at Jakkur, and when it is likely to be ready, as it is not deemed at all advisable to keep aircraft in structures made of bamboo matting, because of the possibilities of fire, and moreover insurance regulations are very strict in this matter.

A very early reply will oblige.

Yours faithfully,
(Signed) William F. Walke.

Secretary,
MYSORE AIRWAYS LIMITED
(Under Construction)

Copy forwarded to the Secretary, Development Department, Government of Mysore, Public Buildings, Bangalore, for information.

William F Walke

C O P Y .

AIR SERVICES OF INDIA LIMITED.

Bombay, 15th. February 1940.

No.H/M/982.

W. A. Davies Esq:,

B a n g a l o r e .

3405

Dear Sir,

We read in the news that you are on the verge of organising an Aero Club and running a schedule service from Bangalore to different places.

We are enclosing herewith a few copies of our timetables from which you will no doubt see that we are running our service to Kolhapur.

We have a modern Ground Engineering Training Institute at Nawanagar (Jamnagar) and have planes for training purposes. We shall be pleased to help you in your cause.

We shall be obliged if you will please let us have your scheme.

More after we hear from you and thanking you in anticipation,

Yours faithfully,

(Signed) P.Kabali.

For Air Services of India Ld.

Encl. Timetables.

C/o The Mysore Airways Limited,

(Under Construction)

20, Museum Road,

BANGALORE,

South India.

7th. March 1940.

Messrs. The Air Services of India, Limited,

Brabourne Stadium,

Churchgate Street,

Fort,

B O M B A Y.

Dear Sirs,

Further to my letter which I had written to you from Coorg in acknowledgement of your letter No.H/M/982 of the 15th. ultimo, I have since had a talk with Mr.W.Walke, and although Mr.Walke says that he knows your Mr.Kabali very well, with whom he endeavoured to advance aviation when he was in Bombay year before last, in pursuance of your letter to Mr.Walke dated the 20th. September 1938, which reads as follows:-

" Your letter of 17th. Septr. 38 is just to hand.
" Please note that we never required your assistance nor
" did we need any at any time.
" Our Negotiations with the States mentioned by you
" carried on quite independently and without your assistance
" or instrumentality.
" Please therefore take note that we are not interested
" in any of your Scheme",

it is obvious that no useful purpose can be served in continuing the correspondence.

Yours faithfully,

sg. W. A. Davies

From,

Mr.W.A.Davies,
Member, Constructional Syndicate,
Mysore Airways Limited.

MYSORE AIRWAYS LIMITED

(UNDER CONSTRUCTION)

CIRCULAR

RE: THE PROPOSED MYSORE AIRWAYS AERONAUTICAL TRAINING SCHOOL

As there appears to be some doubt in the minds of applicants with regard to the five items mentioned in the form of application, in distinguishing between the qualifications of Pilots and Ground Engineers, the following particulars are circulated.

A Pilot's curriculum is different from that of a Ground Engineer.

A Pilot who intends to take up Aviation as a career first qualifies for his "A" licence and then for his "A1", and after this for his "B" licence.

A Ground Engineer is responsible for the airworthiness of the 'planes in his charge, and his licence is granted on engineering knowledge as applied to Aircraft.

Every applicant is recommended to get an INDIAN AIRCRAFT MANUAL where the whole subject of the duties of both Pilots and Ground Engineers is dealt with.

Application for this book should be made to:—THE SUPERINTENDENT, GOVERNMENT OF INDIA CENTRAL PUBLICATION BRANCH, CIVIL LINES, NEW DELHI, who will forward the book per V.P. It costs Rs. 1/2/- which includes postage.

For the information of those who have sent in their applications to join the Training School, it may be stated that a Deputation on the Constructional Syndicate was received by the First Member of Council of the Government of Mysore, and in consequence of the assurances given it is hoped to float the Mysore Airways Limited at an early date, when the Aeronautical Training School will be immediately started on the Technical side of the curriculum. The practical side it is hoped will be commenced about June, after the Aeroplanes expected from England have arrived.

Johnsons Rd.
S. B. 40 Bangalore.

WILLIAM F. WALKE,
Secretary,

MYSORE AIRWAYS Ltd.,
(Under Construction)

MYSORE AIRWAYS LIMITED.
(Under Construction)

SECY. DEV. DEPT.
4 MAR 1940
Ce 4/3

20, Museum Road,
Bangalore,
South India.

2nd. March 1940.

GEN & REVENUE SECRETARIAT
- 4 MAR 1940
DEVELOPMENT BRANCH

The Secretary,
Development Department,
Government of Mysore,
Public Buildings,
BANGALORE.

3343

Dear Sir,

I give below for your information copies of telegrams exchanged between Mr.W.A.Davies of Coorg and the General Aircraft Limited, Feltham, Middlesex, England:-

From General Aircraft Limited, England, to W.A.Davies, Suntikoppa Estate, Coorg, 28th. February 1940 - "Thanks. your telegram stop presume you refer our letter 7th.February stop providing your Company co-operating with Mysore Government will purchase at least one Cygnet we will arrange delivery your order and our demonstration machine and crew end of April stop to save time would propose shipping Bombay and flying from Bombay stop please cable reply enable us to proceed".

From W.A.Davies to General Aircraft Limited - "Your cable 27th. stop Mysore Government subsidising school stop order premature as Company formation not fully complete stop but to save time I accept responsibility ordering one Cygnet stop favour shipment Madras if possible as being Flying Club member can obtain assembly facilities there and can easily arrange quick transport from dock to aerodrome".

Correspondence is now passing about finding hangar accommodation at Jakkur, and shelter may be required for two aeroplanes to commence with and probably two more during the monsoons. I mention this as the Officer in Charge of the Jakkur Aerodrome said the other day that temporary hangars made of matting might be provided. May we be permitted to suggest that instead of spending money on temporary structures of matting that a permanent hangar be erected of steel frames and asbestos sheeting.

The above telegrams may be taken to mean that two Cygnet Monoplanes will be landed in Bangalore by the end of April with Pilot Instructors and Ground Engineers, and that the practical work of the Training School will then be started immediately.

I may also mention here that twenty-four pupils have already registered their names as wishing to join the Aeronautical Training School, and I am still receiving applications daily.

Yours faithfully,

Secretary,
Mysore Airways Limited,
(Under Construction)

Copy forwarded to the Director of Civil Aviation in India, New Delhi, for information. This has reference to my letters of the 16th. and 21st. February 1940.

SEC'Y. POL. DEPT.
29. FEB. 1940
GOVT. OF MYSORE

GEN. & REVENUE SECRETARIAT

MYSORE AIRWAYS LIMITED.
(Under Construction)

C I R C U L A R . NO I

RE: THE PROPOSED MYSORE AIRWAYS AERONAUTICAL TRAINING SCHOOL.

3271

As there appears to be some doubt in the minds of applicants with regard to the five items mentioned in the form of application, in distinguishing between the qualifications of Pilots and Ground Engineers, the following particulars are circulated -

A Pilot's curriculum is different to that of a Ground Engineer.

A Pilot first qualifies for his "A" licence and then for his "A1", and after this for his "B" licence.

A Ground Engineer is responsible for the airworthiness of the 'planes in his charge, and his licence is granted on these lines.

Every applicant is recommended to get an -

INDIAN AIRCRAFT MANUAL

where the whole subject is dealt with regarding the duties of both Pilots and Ground Engineers.

Application for this book should be made to :-

THE SUPERINTENDENT,
GOVERNMENT OF INDIA CENTRAL PUBLICATION
BRANCH,
CIVIL LINES,
NEW DELHI,

who will forward the book per V.P.. It costs Rs.1/2/- which includes postage.

At the same time it is advisable to apply for a copy of-

PREPARATION OF AERODROMES & LANDING GROUNDS"-

This can also be obtained from the Publication Branch, Delhi. Price Rs.2/6/- including postage.

For the information of those who have sent in their applications to join the Training School, it may be stated that a Deputation on the Constructional Syndicate was received by the

First Member of Council of the Government of Mysore, and in consequence of the assurances given it is hoped to float the Mysore Airways Limited at an early date, when the Aeronautical Training School will be immediately started on the Technical side of the curriculum. The practical side it is hoped will be commenced about the end of April, after the aeroplanes expected from England have arrived.

Bangalore
1.3.42

Malcolm Fa[illegible]

Dated.....1940.

TO

THE SECRETARY,

CONSTRUCTIONAL SYNDICATE,

PROPOSED MYSORE AIRWAYS LTD.,

20, MUSEUM ROAD,

BANGALORE.

Dear Sir,

RE: MYSORE AIRWAYS AERONAUTICAL TRAINING SCHOOL.

Will you please register my name as an intending pupil for the Mysore Airways Aeronautical school, to take a training as a :—

(1) Pilot for "A" Licence

(2) Pilot for "A I" Licence

(3) Pilot for "B" Licence

(4) Training for a Ground Engineer

(5) Training for a Mechanic

Please advise me when the Training School starts.

Yours faithfully,

Signature.....

Name.....

Address.....

.....

.....

(Name and address to be written in block letters.)

Registration implies no obligation. On the formation of the Mysore Airways Aeronautical Training School the applicant will be advised.

MYSORE AIRWAYS LIMITED.
Under Construction.

20, Musuem Road,

Bangalore.

1st. March 1940.

CIRCULAR NO: 2.

With reference to applications to join the Mysore Airways Aeronautical Training School to train as Pilots or Ground Enginerrs, the applicants are informed that their applications have been registered, and as soon as the Institution is started, which it is hoped will be about the middle of April for the technical curriculum, they will be advised further. It is also hoped that the practical side of instruction will be possible before June, when the training machines arrive from England.

To give a pupil an idea of his liabilities to take the courses to obtain his "A". "A1" and "B" licences, the following information is given, which is based on an average of the number of pupils who are expected to join, and is therefore subject to revision. The period to be taken to obtain the licences is based on the average aptitude and ability of a pupil to satisfy the Chief Instructor; hence figures are given approximately. It should also be taken into consideration that there is a difference between a Training School and a Flying Club. In the former the pupil has a first call on the Instructor and the Aeroplanes, and thus he can put in his flying time much sooner than at a Flying Club, where the members have the first call and a pupil has to wait his chance. -

"A" Licence	- one month	- Rs.	500
"A1" "	- three months	-	1000
"B" "	eight months	-	2000
	Twelve months	Rs.	3500

Before commencing to train for an "A" class licence, a fee of Rs.500 will have to be paid. If the pupil wishes to obtain his "A1" licence, a further sum of Rs.1000 will have to be paid in advance. If he wishes to continue his instruction to obtain a "B" licence, a further sum of Rs.2000 will have to be paid in advance.

This is to say that if a pupil wishes to take his "A", "A1"and "B" linences it will cost him Rs.3500.

These fees are subject to revision.

SUBSIDY.

The Mysoe Government has agreed to pay a subsidy of Rs.500 each to twelve Mysoreean per annum, so that they may commence to take a training for an "A" licence at the Mysore Airways Training School.

Application for this subsidy will have to be made through the Mysore Airways Limited.

(b)

The Mysore Airways also propose to otganise a scholarship fund, and propose to appeal to Institutions and private persons to subscribe to this. Such scholarships will be granted on the recommendation of the Chief Instructor of the Training School to those pupils who are not in a position to pay the full fees to continue their instruction in aviation.

(c)

It has been suggested to establish an insurance fund too, from which pupils can borrow the required money to pay for their fees on producing two good securities, repayment to be made after obtaining employment. This is being carefully considered and further details will be given later.

LICENCES.

An "A" licence permits a pupil to fly his own or a training school 'plane, but does not permit him to fly for hire or reward.

If a pupil intends to continue his instruction to obtain his "A1" licence, he must undergo the medical examination as prescribed in form C.A.8. as laid down in the Indian Aircraft Rules.

A copy of the Indian Aircraft Rules can be obtained from the Manager of Publications, Government of India, New Delhi. Price Rs.1/6/- V.P.P.

Particulars of how a pupil can obtain his "A1" pilot's licence is also contained in the Indian Aircraft Rules.

To qualify for a "B" licence, full particulars may be

obtained from the Indian Aircraft Rules.

The average time in which to procure an -

"A" Licence is:

Ten to fifteen hours dual flying

Five to ten hours solo flying

"A1" Licence:

One hundred hours flying, and further particulars may be obtained from the Indian Aircraft Rules.

"B" Licence.

Two hundred hours flying. Further particulars from Indian Aircraft Rules.

Further qualifications and tests of examinations for Ground Engineers will also be found in the Indian Aircraft Rules, page 88 - 99 and in particular on pages 96 - 99.

Fees to be charged for training Ground Engineers and Mechanics are under consideration.

Prospects of Future Employment.

A very natural question arises, as to what scope a passed pupil holding a "B" licence has of obtaining employment, and with regard to this:-

(1) A suggestion has been made to the Government of Mysore to the effect that any Civil Flying Service regularly using the aerodromes belonging to the Mysore Government, should enter into an agreement with the Government to employ a fixed number of Mysoreans who have obtained their "B" licences in the Mysore Airways Aeronautical Training School.

(2) The Mysore Airways Limited will give the first refusal of all appointments to pupils trained in their school.

(3) The Air Forces, India, is opened to any pilot with an "A" licence. Further instruction is carried on by the Air Forces, India, But it should be remembered that there are more applicants than appointments, and those who can show sound credentials stand the best chance of being chosen.

(4) There are several Civil Air Services who could give employment to first class reliable pilots, so here is another

opening for employment.

(5) Regarding entry to the Royal Air Force, the Constructional Syndicate of the Mysore Airways Limited, is in correspondence with the Authorities of the Government of India and further details will be given in a subsequent circular.

Bangalore:
1st. March 1940.

William F. Wilke

Secretary,
Constructional Syndicate,
Mysore Airways Limited.

THE PROPOSED MYSORE AIRWAYS FLYING CLUB.

CIRCULAR NO: 3.

It is proposed to start this Club with the object of opening out a course by which the air-minded residents in Mysore can meet together, and thus study the art and science of flying and aeronautics in all its aspects and matters connected therewith.

The chief aim is to encourage such residents to become flying members of the Club.

2. There will be four classes of membership to the Club, namely:-

(1) Patron Member

(2) Life Member.

(3) Flying Member.

(4) Ordinary Member.

3. The management of the Club, although it will be a branch of the Mysore Airways Limited, will be under four Hony. Stewards, one Hony. Secretary and one Hony. Treasurer.

The fees to be paid by the members will be :-

Life Member - Rs. 250/-.

which entitles a member to all the benefits of the Club and exonerates the member for any other membership fees.

Flying Member.

To become a Flying Member, it will be necessary to obtain an "A" licence. This would necessitate the member joining the Mysore Airways Aeronautical School, and complying with the Rules as laid down in the Indian Aircraft Rules, a copy of which can be obtained from the Manager of Publications, Government of India, Civil Lines, New Delhi. Price Rs.1/6/- V.P.P.

The fee charged by the Mysore Airways Limited for instruction to obtain an "A" licence will be Rs.500/-, and instruction will be given by the Chief Pilot Instructor of the Mysore Airways Limited. The annual subscription for ~~an~~ a Flying Member will be Rs.30/- payable in advance.

Ordinary Member.

The annual subscription for an ordinary member will be Rs.25/- per annum payable in advance.

A restaurant will be opened at Jakkur Aerodrome which

can be used by the members of the Flying Club who will also be entitled to the use of any recreation room, or sports established at the Headquarters of the Training School in the Cantonment.

Arrangement will also be made for cheap conveyance between Bangalore and the Jakkur Aerodrome.

Membership will be by election by the Stewards.

Rules for the Flying Club will be drawn up in due course, and the information given above is intended to give those who wish to join an idea of what their liabilities will be.

The formation of the Mysore Airways Limited is now well in hand, and it is expected that the flotation will take place in the course of next month (March).

Any information can be obtained from the undersigned who will be pleased to forward forms of application for membership.

Bangalore:
28th. February 1940.

William F. Watts

Secretary,
Mysore Airways Limited,
Under Construction.

Dated.....1940.

TO

THE SECRETARY,

CONSTRUCTIONAL SYNDICATE,

PROPOSED MYSORE AIRWAYS LTD.,

20, MUSEUM ROAD,

BANGALORE

Dear Sir,

RE: MYSORE AIRWAYS FLYING CLUB

Will you please register my name as a

(1) Life Member

(2) Flying Member

(3) Ordinary Member

of the proposed Mysore Airways Flying Club.

Yours faithfully,

Signature.....

Name.....

Address.....

.....

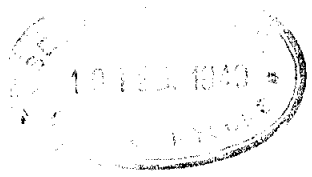
.....

(***Name and address to be written in block letters.***)

G.R.S. III—3]

Routine Notes.

[To be used only for notes, requisitions, etc., not intended for permanent record.]



Subdto Devlpt Secretary,

The First Member desired that W. Davies of the Aerodrome, ~~Factory~~ Ltd., may be informed that he may see the Member on Wednesday the 14th Feb 1940 at 1 P.M. instead of on Tuesday the 13th at 3 P.M. as there is a Council meeting on that day at 3 P.M.

blGabriel
9/2/40.

Draft intimating ~~Member~~ Ram 14/2 For favour of perusal before issue

Dw to) 14/2

Today

To Mr. W. H. Walke, Bangalore
No D 3782 dtg 9/2/40
State that the Member will receive the deputation at 1 P.m. on 16th inst.
cys to Ch. Engr
No D 3783 dtg 14/2/40

To P.A. to T Mr.
W.C.
13/2

N.B.—Should routine notes be written on small slips, the notes must be copied, or slips pasted on this form.

Then forms have been typed here by Mrs. Walker.

Fil
Ce
237

Dated.....1940.

TO

THE SECRETARY,

CONSTRUCTIONAL SYNDICATE,

PROPOSED MYSORE AIRWAYS LTD,

20, MUSEUM ROAD,

BANGALORE

Dear Sir,

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(Name and address to be written in block letters.)

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Yours faithfully,

Signature.....

Name.....

Address.....

.....

.....

(Name and address to be written in block letters.)

...ONDENCE

...TRIBUTORS

...aviation In ...ndia

...Daily Post") ...noticed that in ...ly, when Sir Raza ...olution to urge ...of the Air Forces, ...Malaviya com... attempts to start ...s for Indians, and ...air-minded and ...the matter of air... a failure.

...Report of the ...held on Saturday ...hich it seems that ...proposed Mysore ...grave the youths of ...nity to attend and ...ment of an Aero... School at Banga... ...scheme should ...ed by the Govern... ...the public of the ...

...Examination in ...be held, and ...ble young men ...out and seeking ...re is an opportu... ...to train to ...a career which ...as any other. In ...knowing this ...roved that train... ...are coming into ...

...Instructor with ...to having an ...at ... ...that it was an ...to establish such ...that it has the ...

Government gave an undertaking to support the scheme, that it no doubt would be a successful undertaking.

The Dewah of Mysore is a progressionist, and here is an opportunity for the Government to seize the initiative of helping the youths of Mysore and also to have Bangalore marked on the airways map of India as one of the principal aeronautical centres for Southern India, by giving their full support to the promoters of the proposed Aeronautical Training School to be established at Bangalore.

Yours faithfully,
A. H. A. R.

Bangalore,
12th February, 1940.

Road That Is "An Eyesore"

(To The Editor, the "Daily Post")

Dear Sir,—Jeremiah Road, Fraser Town, Bangalore, is now in a condition that makes it an eyesore to every person who sees it; therefore, it is not at all conducive to the prestige of the Municipal Commission having been in such a very bad condition for so many years.

It is some consolation to know that both Ratepayers' Associations have frequently commented on the necessity for this road being metalled and drained; yet, the contest between the house-owners and the Municipal Commission goes on, and this begets amusement and sarcastic comment from many persons who are aware of the bad state of this road.

It is understood that residents are advising the house owners to come to an agreement with the Municipal Commission; how far this has reached may be within the knowledge of the Commission; the residents are waiting for result.

Dear Mr. "Punch," Sir, has considered that it is necessary to raise his "staff" (club) on the subject, and it is hoped that his "staff" may help to make something more quickly So, good luck to him.

Perhaps, Sir, after the auction sales of the plots of land adjoining Jeremiah Road, the Municipal Commission may be generous enough to have this road metalled and drained, together with the subsidiary drain, and so make it a healthy and decent place te live in, and it is hoped that it will be done without further delay, as it is quite possible that the purchasers of the plots sold will not build houses here on until Jeremiah Road is metalled and drained, and the dispute as to responsibility settled.

"OBSERVER."

Guaranteed FORD Service
— AT —
Autos General Service Station,
No. 3, Central Street,
BANGALORE.

FOR SALE

Chevrolet 6 Cyl Saloon mechanically good condition, Rs. 300 or offer. Apply to—AUTOS GENERAL SERVICE STATION, No. 3, Central Street, Bangalore.

Obtainable from all Leading Grocers

K. MASTERS,
ENGLISH TAILOR,
(31 YEARS REPUTE)

The only Cutter in India who has taken training under Mr. late G. F. Harman who was engaged by The Royal Family.

Masters worked as a Cutter for M/s. Leach and Weborney, Ltd., (Bombay) and worked for several Indian Maharajas.

We have a wide range of all kinds of latest Cashmere Tweeds, Serges, Vicunas, Palmbeach, Silk Suitings, Etc., Etc.

Garments also made of Customers' own materials at moderate charges.

Address:—Cash Bazar Buildings,
(Opposite Bowring Institute),
St. MARK'S ROAD
BANGALORE

Obtainable from all Leading Grocers.

...with the ...proposed My. ...would be pos. ...it cost much ...the Riding Clubs ...the prom... ...Mysore Airways, ...opinions had ...who were compe... ...formation of ...the Mysore

APOLLO GYMNASIUM

...undertake young and old to train them ...fit and give them Health, Strength and ...and, above all, make a man a **He-Man.**

...th School of Physical Education,
..., Osborne Road, Bangalore.
K. S. IYER (Hon. Instructor).
MASSAGING A SPECIALITY.

...table Values

BINNY'S

Summer Suitings

IN

Cotton and New Designs.

Are available here from One to One and a Half Anna less per yard to the Market Rates.

...HBAY STORES,
...RCIAL STREET, BANGALORE.
...te: O. KRISHNAYA CHETTY & SONS.)

...STREAM OF LI...

AND GIVE YOUR SPINE NEW LIFE!

Says Dr. Franklin Sirjuson Sirju, D.Sc. (U. S. A.)

...world-travelled authority on nervous and vertebral pathology, author of "The Derivation of Hormones from Vegetable Matter," and lecturer to the Medical Associations of London and New York.

HERE is a message which nobody who is weak or unwell should miss; here are the facts, now widely accepted by medical circles, about the reasons for debility and disease. It is the centre of your physical and mental system which controls your condition; and that vital centre is—your spine. In health, the spine and its complex nerves are nourished and fed by the bloodstream and promote vigour, stamina, general well-being. When "tiredness" and ill-health intervene, they are (in nearly every case) due to spinal deterioration. Its cause? Sedentary living and the consequent auto-intoxication which poisons the bloodstream. Without rich, pure blood the spinal cord and nerves must deteriorate; and, because they control the entire system, first debility then illness must result. In countless cases, this theory has been substantiated. Remedy spinal de-deterioration, and you regain health, vigour, resistance to disease. And here is the one tonic—already widely successful—that acts directly on the spine and bloodstream to reactivate the "Stream of life."

RELEASE FROM DEBILITY AND ILLNESS

Having conclusively proved that by clearing the ethmoid bone, enriching the blood stream to the spine, invigorating the spine itself, all run-down conditions and many deep-rooted diseases could be radically eliminated, Dr. Sirju has finally perfected a purely herbal formula with revolutionary results. Based on a secret portion originally devised by Ancient Egyptian alchemists, with the addition of doubly distilled herbal essences containing plant hormones, this unique formula, HOMONA, is the only safe, harmless and effective herbal elixir endorsed by scientific tests. It instils rich new red cells into the blood stream; ends ethmoidal congestion: strengthens the nerves; revitalises the ductless glands; without habit-forming stimulation: regenerates the spinal vertebrae, banishing the many illnesses and diseases due to spinal deterioration; and brings to every man and woman the power to enjoy fully every aspect of mental and physical life.

HOMONA

THE ROYAL HERBAL ELIXIR

Distributed Solely By:—

THE CONTINENTAL DRUG Co.,

Distributors of—**THISOL, PAN-MEDITUS, RECTO-SEROL PYRODENT, Etc**

All Good Chemists Stock **HOMONA** in Bottles of

12 Doses for 12 Days Treatment.

From 113-E, BRIGADE ROAD TO

"GLENAND BUILDINGS"

No. 6-E, BRIGADE ROAD,

(Opposite their former Premises)

The change of premises ha been considered necessary to better serve public interests which are always the first thought of the Management.

Our Services are always at your Command

They also take pleasure in announcing that new books are being added monthly to their Circulating Library

They have been made the Sole Selling Agents for the "Morning Standard"

A PROMINENT DAILY ISSUE

Office of the Municipal Commission,

C. & M. Station, Bangalore.

NOTICE.

M. 116/40, Dated 10th February, 1940.

(1) Notice is hereby given that Tenders will be received by the President, Municipal Commission, Civil and Military Station, Bangalore on the 20-2-1940, up to 1 p. m. for the works noted below.

(2) The envelope containing each Tender should be accompanied by an earnest money as below which should be paid into the Revenue Department, and the receipt obtained should be attached to the tender. A further deduction of 5 per cent will be made on all bills for deposit. No cash or currency Notes will be received with a tender. No transfer of existing deposits will be allowed.

(3) In addition to the address, each envelope should bear on it, the name of the work for which the Tender is made.

(4) The Tender will be subject to the usual conditions which may be ascertained from the Executive Engineer of the Municipality.

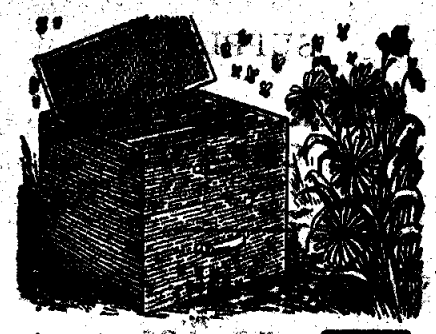
(5) The plans and estimates can be seen in the office of the Executive Engineer on all working days.

(6) The Commission reserves the right to reject the lowest or any tender without assigning any reasons therefor.

Nature of Work.	Earnest money.	
1. For all new works and repairs below Rs. 1,000 in Circle I to V during 1940-41.	Rs. 100 for each circle.	To be quoted at so much per cent below or above the schedule of rates.
2. Providing unsize stone paving to Streets and Lanes in Circles I to V during 1940-41.	Rs. 100 for each circle.	Rates to be given for paving 2 feet as well as for above 2 feet Wide.

(Sd.) H. H. CARLESTON,
President,
Municipal Commission, Civil and Military Station, Bangalore

annually both here and throughout the South because malaria saps their ambition and kills their initiative.



A nature's product—a food pure, wholesome and delicious easily assimilated—best for health. Direct from the producers—packed under modern hygienic conditions—taste and flavour intact.

Coorg HONEY

THE COORG HONEY & WAX PRODUCERS CO-OPERATIVE SOCIETY LTD.
VIRAJPET, COORG (S. INDIA)

Sole Agents:—

Messrs. Mandy Siddaramanna & Co.,

New Tharagupet,

BANGALORE CITY.

Available with all Stockists in the City and Cantonment.

Obtainable from all Leading Grocers.

R.V. Talkies

DIRECTION :—R. SUTRAMDAS, Ltd.
PHONE No. 147.

-night & up to Friday 16th

The Gracie Allen Murder Case

— WITH —

acie Allen, Warren William
Ellen Drew, Kent Taylor,
lith Barrett, Donald MacBride

SATURDAY 17.h FEBRUARY

1940's Smashing Hit!

PARAMOUNT'S NEW SPECTACULAR

Romance, Drama, Adventure

EAU GESTE

The blazing drama of the gallant brothers Geste.... ng recklessly to grasp the adventure of today...challeng- eath to forget the dishonor of the past....loving wildly, cape the doom of tomorrow! Desperate hell [illegible] 's two greatest loves—the passion of man for woman devotion or brother to brother!

STARRING

ithless GARY COOPER,
Romantic RAY MILLAND,
Daring ROBERT PRESTON

WITH

Brian Donlevy, Susan Hayward,
J. Carrol Naish, Donald O'Connor
and James Stephenson.

ALSO SHOWING

— Natva

THE NEW

Imperial Talkies

PHONE NO. 78.
(Home of British and Super Pictures.)
Exhibiting United Artists, Warner Bros., R. K. O. Radio Picture, British Distributors and Wa't Disney Cartoons.

TO-NIGHT ONLY

GEORGE FORMBY—in

Come on George

From TO-MORROW

Ginger Rogers & Walter Connolly

— IN —

Fifth Avenue Girl

A New Pinnacle in Heart-winning Romance!
A Rocket—Burst of Fun—Loaded Entertainment.

Girls! Beware of Men With Money!
See what happens when a Beauty Queen is in unhappy marriage!
IT . . . AS YOU LAUGH YOURSELF
TO HAPPY TEARS!

Wanted Immediately a Qualified Accountant, knowing typewriting. Pay according to qualification. Apply with Testimonials.—MANAGER.

THE NEW

To-night and up to Friday 16th February

Loudest Laugh Riot.

RITZ BROTHERS in

Straight, Place & Show

With—Ethel Merman, Phyllis Brooks

From Next Saturday 17th February

Love.....Defying Every Heartbreak! Hate.....Inflaming Every Instinct! Greed.....Destroying Every Dream! Jealousy.....Poisoning Every Thought! Humanity..... Glorifying Every Scene!

THE GREAT LOVE DRAMA THAT TOOK BROADWAY BY STORM!
starring
Barbara STANWYCK · Adolphe MENJOU · William HOLDEN
A ROUBEN MAMOULIAN PRODUCTION
PRODUCED BY WILLIAM PERLBERG
Screen play by Lewis Meltzer · Daniel Taradash · Sarah Y. Mason
Victor Heerman · Based upon the Group Theatre play by
CLIFFORD ODETS · A COLUMBIA PICTURE

Great Drama Pulsating with every Emotion

That makes Men and Women Saints and Sinners!

A Story Wrung from life itself.

Clifford Odet's Sensational Play now a Motion Picture Triumph!

Golden Boy

LAKSHMI TALKIES.

SECOND GLORIOUS WEEK

BE SURE

LOOK FOR THE

Signature on Label

SEE THAT YOU GET

BOLST'S

PICKLES

AND

CHUTNEYS.

The **Penalty** is a **Pickle** you cannot eat.

FREE

SIGHT TESTING

LENSES

OF DEPENDABLE PRECISION—

FRAMES

OF DISTINCTION AND QUALITY—

A NAME

THAT INSPIRES CONFIDENCE—

PRICES

THAT SUIT EVERY POCKET

IT PAYS

TO CONSULT

The only English Qualified European Ophthalmic Optician in BANGALORE,

Mr. W. H. MURCH,

B Sc. LONDON

Opposite Post Office),

Brigade Road, Cantnoment.

"CARPETS"
NO HOUSE IS
UP-TO-DATE
WITHOUT ONE
FROM THE
All-India Agency, Ltd.,
CARPET Manufacturers,
20, St. Mark's Road, BANGALORE.

Registered No. M. 403.

The Da

(Establis

Vol. LXVII] No. 37

BANGALORE:—WEDN SD

Short Advertisements

VERY SPECIAL

Cosy All-Wool Flannel, narrow and wide stripes, for Shirts and Sleep Suits

Rs. 1-4 to Rs. 2-4 Yard.

WESTERN STORES,
Commercial Street, Bangalore.

Don't Miss this Chance

Mr. R. A. BABOO, Palmist Astrologer. Adviser on Marriage, Love Affairs, Business, Life Reading and Chronic diseases, with aid of Psychology and Occultism.

Consulting Hours: 2 to 6 p. m.

CHARGES:
Gents Rs. 2.
Ladies and Students Re. 1.

PHOENIX HOTEL,
ROOM NO. 2,
Infantry Road, Bangalore.

TO LET

FURNISHED or unfurnished Spacious Bungalow, extensive compound, four bed rooms, beautiful frontage, Borebank Road. Also For Sale a choice collection potted plants and herbs. Apply—Borebank Road.

FURNISHED room, sanitary bath with Board, offered elderly European, more as companion to another. Reference, Rupees 80 p. m. Good locality. Write to — Box No. 279, c/o Manager, "Daily Post."

Prince of Wales Buildings, 24, South Parade. Top-floor, suitable for Office with spacious hall and side rooms for Officers, Fitted Lights and Flush in Bath.

Whitney Coates & Co.
Auctioneers, Estate and Commission Agents.
15, Cubbon Road, :: BANGALORE

Furniture For Sale and Hire

ROOM SALE
On **Saturday, 17th February**, At Our Premises,
A very good collection of Ladies' and Gent's Clothing, Suit Cases, Servants' Coats, Boxes, etc., etc.

If you are looking for **Modern Furniture** wait for the
AUCTION
AT 7, CUNNINGHAM ROAD.
On Tuesday, 20th February 1940 at 9-15 a.m
Property of **Mrs. Birkenbeil.** Details Follow.

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[illegible] when there is a sea or mountain crossing to be made and any risk of engine failure is remotely contemplated. The range is naturally influenced by the speed and direction of the wind at all heights below the aeroplane, being of course increased when gliding down wind and shortened the other way. The gliding range of an aeroplane is specified in terms of miles per thousand feet in still air, i. e., horizontal miles of earth's surface at sea level covered per vertical thousand feet of height descended, when no wind is blowing in

[illegible] there is any doubt as to which to reach shore or wherever safety lies.

6. *Physiological precautions.*

It is a wise precaution not to drink anything, not even a cup of tea, before setting off on a cross country flight, particularly early in the morning in the cold season of the year; and to empty the bladder last thing before getting into the æroplane. To one who has been careless in this matter it is most distressing how imperiously and insistently nature will call after the lapse of an hour or two, and maybe at length not

[illegible] well as the roll, hurl the whole thing smartly down from some quite low height. The paper will unroll as it falls and stand vertically upright in the air till its lower end touches ground, whereupon it will proceed to lay itself slowly down, in the direction of the wind, if any. If the roll is such that the individual pieces happen to get torn off in the falling the result will be just as good; better indeed, for then their fanwise arrangement on the ground will leave no room for doubt as to which of the two possible directions the wind is blowing in, just in case you didn't see the paper actually making contact with the ground. A couple of hundred feet up is quite high enough to throw out the roll. Throw it out much higher and it will take an unconscionable time to float down, and maybe drift far away and be lost to sight. If finally the strip of paper does not lie stretched out in a line, but in snaky curves, then there is not enough wind to bother about. If there is a strong wind blowing, then just making a circuit of the ground or performing a complete gliding turn (e.g. a spiral) or gliding down towards any definite mark will soon reveal the direction of the wind. The last suggestion of the three is infallible, since the situation compels the aeroplane to behave like a weathercock provided you are not approaching slap down wind, which fact should quickly

[illegible] welcome as it would [illegible] place Bangalore on the Air Service Map of India.

But the important geographical position of Bangalore in the future development of Aviation in South India is in danger of being overlooked. It is an asset of great potential value to the Mysore State and its subjects.

A glance at the chart of the existing Air-routes of India shows that in the South we have already the rim of a wheel, serving the West and East Coasts, connecting Trivandrum with Trichinopoly and completing the circle from Madras to Bombay *via* Hyderabad. For future development to serve the South internally Bangalore is the hub of that wheel, and expansion should take place outwards along the spoke-lines connecting this city with that outer circle.

The Tata Service has extended its East Coast Route to Colombo, and the Ceylon Government, aware that Aviation offers opportunities of attractive careers, has arranged that the Company should employ a certain number of Ceylon subjects to operate that route. If Bangalore were to become merely an Airport to be approached from outside there is no guarantee that Mysore subjects would benefit in this matter of careers.

The conveners of the meeting are engaged in a pioneer effort to establish within the Mysore State an Airway Service which as it expands can give employment to

[illegible] some time [illegible] ledge of the Sou[illegible]

It is not conte[illegible] Mysore Airways [illegible] service within [illegible] be able to absorb [illegible] all those that [illegible] school. But th[illegible] Sir Syed Raza Al[illegible] lative Assembly tha[illegible] be formed "comm[illegible] the size, popula[illegible] ments of the co[illegible] manned by Indians" [illegible] those who are work[illegible] blish a Training [illegible] Mysoreans and others [illegible] lore are acting [illegible] prevision.

Webster T[illegible]

WHEN a boy at s[illegible] Webster had b[illegible] in a prank and was [illegible] fore the teacher f[illegible] On his way to the [illegible] hands were dirty, [illegible] to clean them, [illegible] to partially remov[illegible] the right one, [illegible] the moisture, h[illegible] towel.

"Hold out [illegible] demanded the [illegible] One look at [illegible] member was [illegible] if you can find [illegible] this school as filthy [illegible] will let you off this [illegible]

Without a moment's [illegible] Daniel held out the [illegible]

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SHALL WE LEARN TO FLY?

PART XXIII(*b*)

By H. Tyndale-Biscoe

4. *Pilot's responsibility for safety of club aircraft.*

Any member taking a club aeroplane on a cross country flight is responsible for making proper provision for the safety of his craft, e.g., he must assure himself that he carries sufficient petrol and oil in his tanks to see him through to the next refueling halt, that there is no remote possibility of his being overtaken by dark, that his craft is securely tied down and guarded for the night and so forth.

No member should set off on a cross country flight without being aware of the time of sunset at his destination for the night, the rough direction and speed of the wind at the height at which he intends to fly, the distance he has to travel to his next halt and his probable ground speed. If calculation shows that there is risk of landing after sunset, the machine must not leave its last place of halt till the following morning. There can be no excuse whatever for risking a night or dusk landing on a landing ground not equipped with proper ground lighting, and particularly if the pilot has had no practice in flying and landing by night. Moreover club aircraft are not ordinarily covered for insurance after nightfall.

Members are reminded that damage to club aircraft caused by the negligence of the pilot is financially chargeable to the pilot responsible and that the Director of Civil Aviation will also take

the intervening depth of air, and the figure will again to some extent be influenced by the load carried; the aeroplane gliding further when light than when heavy. Actually, the figure given (if it be given or ascertainable) must be treated with understanding; since, owing to the density of the air decreasing with height, an aeroplane will not glide so far when high up as when low down for any given drop in height. From 15,000 feet to sea level an aeroplane will glide, let us say, 30 level miles, which works out at an average of 2 miles per thousand feet. But in actual fact it will glide maybe only 10 miles in the upper half of that depth of air and 20 in the lower half; or a third of a mile perhaps in the first thousand feet and 3 miles perhaps in the last. At any rate the first thousand feet, if the aeroplane is anywhere near its ceiling, is lost in a twinkling, before the aeroplane has time to cover any appreciable distance; and the last takes a relatively long time to lose, with a correspondingly long distance covered. In all this it is assumed that the aeroplane is kept gliding at its most efficient speed as revealed by its a.s.i., neither too slow nor too fast; a shade too slow being more destructive of the gliding range than a couple of shades too fast. So never hesitate about putting to be gainsaid, so that either a forced landing becomes necessary or—well, the alternative. If a tin of adequate size, complete with tight fitting lid, be carried at hand the situation is vastly eased, for a gent anyhow. Merely to be aware that it is there will dull the insistence of the call or even completely muffle it, which is particularly helpful when anxiety, e.g., as to whether one has lost the way or on account of bad weather ahead, would otherwise prematurely sharpen the call past all denying.

Besides, the tin is useful in case of an attack of vomitting; on the part of a passenger if not of yourself. A hat has at times been known to come in exceedingly handy in that latter contingency, but obviously a tin would save the hat. Be very careful though where the tin is stowed, that it may not foul (i. e. jam) your feet or the rudder bar.

7. *Smoke bombs and substitutes for same.*

How to tell the ground wind for the purpose of making a landing when there is nothing whatever to be seen to indicate it, e.g., no wind sock, no flag, no smoke, no feathery palm or windbowed tree, no pond, no field of waving corn? Throw out a smoke bomb if you have one, price quite a lot. But smoke bombs are fragile things and only too liable to go off in the aeroplane without being thrown out at all. A cheap and very efficient

FLYING IN MYSORE STATE

Proposed Training School At Bangalore

A PRELIMINARY meeting of those interested in the establishment of an Aeronautical School at Bangalore was held at Funnells Restaurant last Saturday at 6 p.m. Owing to the short notice it was not expected that many would attend, but the number was encouraging, and a further meeting will be held at Funnells at a date and time to be announced.

Mr. A. Davies spoke explaining the proposal, and following is a summary of his remarks. It is some years since Mr. W. F. Walke endeavoured to create interest in a possible air-route linking Bangalore with Bombay *via* Kadur, Hubli, Belgaum, Kolhapur and Mahableswar in the Western Ghats. His suggestions were put up to the Mysore Government and the recent construction of the Bangalore Airport at Jekkur shows that His Highness's Government is alive to the importance of connecting Bangalore by air with other important centres in India.

It appears that, so far, no definite arrangements have been made with any existing Air Line to operate regular services to Bangalore. At one time the idea was entertained by Messrs. Tata's but nothing seems to have come of it. The Nizam's State Railways are developing a State Air Service and although the Controller has definitely stated that no extension of such an Air Service is contemplated at present there

perly trained personnel it is proposed to establish as soon as possible an Aeronautical Training School at Bangalore under the patronage of H. H. the Maharaja's Government.

In British India subsidies are granted to Clubs for every 'A' licensed pilot trained, and the pilot himself receives Rs. 100/- towards his expenses in obtaining his license. While a Training School in an Indian State is able to receive expert advice and assistance from the Directorate of Civil Aviation in India and pupils of such a school who obtain licenses under the Indian Aircraft Rules are recognised, the subsidy is not granted outside British India.

In consequence for the establishment of a Training School at Bangalore H.H. The Maharaja's Government has been approached with the proposal that for every pupil nominated, up to 12 in any one year, the subsidy should be paid to the Training School that it is intended to run in conjunction with the Air Service Co., to be called Mysore Airways. In effect such a subsidy would mean that for those who were taking up flying as a career the first cost of obtaining an 'A' licence would be met by the Government. For the subsequent hours flying required for an 'A1' license the pupil would be encouraged to complete these without the delays that are often unavoidable in Flying Clubs. On the pilot quali-

GRETA GARBO

Her Life-Story

CHAPTER III

THE completed film, Goesta Berling, took Sweden by storm. Stiller was acclaimed as the greatest director of all time and his youthful star, Greta Gustafsson, the toast of the public. Behind the film's success was a year of strenuous labour, a year in which Greta had developed from the shy, awkward girl into the polished, competent actress.

Stiller was amazed at the fount of talent he had uncovered. Here, indeed, was a girl who would go far. Her sensitive spirit, her amazing qualities of concentration, her quick response to direction, all marked her for a spot top Fame's ladder.

Greta accepted her new position in the quiet manner that all who knew her anticipated. The old, haunting fear had faded somewhat from her eyes, for now she was assured that her mother, sister and brother need no longer dread the day when rent was due, or refuse a second helping at dinner lest one of the others go to bed still hungry.

She was happier than she had ever been. In Stiller's company she seemed transfigured. Here was a person she could thoroughly understand. His criticism was dearer than the praise of countless others.

Stiller, on the other hand, returned this affection. He, too, understood Greta. He respected the terror she often felt of the world outside. He knew the wave of self-doubt which often enveloped her entire being.

Intimates of the family who knew Greta then, and now, claim that the lessons taught her by Stiller have never been forgotten. First and all-essential was the necessity for being completely unaffacted and honest with herself as well as others. Second was the spiritual benefit of being lonely, for only through loneliness can one really know oneself and appreciate the struggles going more often alone, trying to pick up fragments of this new language.

The people she met were charming and sympathetic. But Greta, even then, found it difficult to make friends. Always, in the back of her mind, echoed those taunts of her school-days when she was laughed at and ridiculed because of her tallness and angular body. No one really wanted her as a friend, she thought. No one but Stiller.

The opening night was the Berlin success of the season, a repetition of the Swedish ovation. Berlin hailed Stiller, Larsen, and this new Gustafsson.

The furore had died away when the three sat together at a corner table in one of the popular sidewalk cafes. Stiller was in one of his thoughtful moods. Finally, he spoke.

"Your name, it is bad for audiences," he said. "Too long for theatres and programmes. Too difficult for foreigners to pronounce. Now I have thought of two from which you must choose. The first is Greta Garbo. That is short. It is easy to say. It will be pronounced the same in every language, in every country. The other I like also. It is Gussie Berger. Let me know your answer in the morning."

But Greta had already chosen.

She would select Greta Garbo. The Berger of the other was pleasing, but Gussie? No, she couldn't reconcile herself to being known as Gussie.

And so Greta Gustafsson vanished overnight from the world of the theatre, and Greta Garbo started on her rise to world fame.

The following weeks and months were filled with exciting experiences. Greta no longer felt homesick. She was learning to love these carefree people and their country.

Stiller was busy searching for a new story. None pleased him. Berlin companies were eager to back a Stiller enterprise, but no story was available.

By the time the Drottingholm docked in New York she was aquiver with excitement and anticipation. But New York was hot on this August day and the boulevards lined with shady trees that she had dreamed of, were not to be found.

Stiller's business kept him in New York until September. It was not until then that they embarked for Hollywood.

Hollywood!

What would the city with this odd name hold for Greta Garbo, the little Gustafsson of Sweden?

Greta couldn't look into the future. She didn't know the answer.

CHAPTER IV

HOW Garbo, with her high-pitched emotional temperament, weathered the next months in Hollywood continues to be a mystery. Certainly, had it not been for the insistence of Stiller, she would have been homeward bound for Sweden.

One saving feature was the fact that she was located beside her beloved ocean. Victor Seastrom, who had made preparations for Garbo and Stiller before their arrival, appreciated the great love of Swedish people for the sea. Therefore he had rented a house on the ocean front at Santa Monica for Stiller, and a suite in the Miramar Hotel for Garbo.

Walking along the ocean's edge is still one of the favourite pastimes of the star. Small wonder, then, in those lonely days that her tall, graceful figure became a familiar sight as she strode slowly up and down, her eyes seeming to pierce the horizon in an attempt to see beyond.

But at last came a call to the studio for a test.

It was a long drawn out affair. Make-up experts were called in to study the contours of her face. Hair stylists brushed the straight, slightly-waved hair off her forehead and fashioned it, as nearly as possible, into the mode of the day.

In this particular instance, the Fates were not with Garbo.

In the first place the vogue was for tiny girls who could kick up their heels in an impetuous and faultless Charleston,

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In the company of friends depend upon tea to create that atmosphere of congeniality in which conversation becomes an entertainment. Your friends will appreciate a well made cup of delicious Indian tea at anytime of the day.

Let's have INDIAN TEA

Following the Swedish premiere of Goesta Berling, Greta returned to her studies at the school. Now she was a star. Other students looked up to her. It was a strange sort of world. Characteristically enough, she shrank from this awe-inspired admiration. After all, she was the same Greta Gustafsson. Perhaps she could never again rise to the heights of Goesta Berling.

The fame of that film spread over all of Europe. Finally, a preview in Berlin was arranged. Stiller must go. He insisted that Greta and Lars Hansen, the male lead, accompany him.

Thoughts of leaving her homeland for the first time dampened the joy and thrill of new clothes and packing. Grave doubts as to how Berlin would receive them haunted Greta's mind. Strange thoughts filled her dreams at night. Perhaps she would never see Sweden again.

Stiller, however, taunted her out of this sadness. He laughed at her fears.

It was four o'clock on a July morning that the trio departed. Greta watched each passing city and hamlet. Perhaps she would never see it again.

But time passed swiftly.

Berlin, that July, was hot and sultry. It was a strange land of strange people. Stiller was busy with preparations for the premiere. Greta wandered about the city, sometimes with Lars Hansen,

But Greta was secretly working on a scenario, inspired by a youth whom she had met in Sweden and whom she saw again in Berlin. He had told her the tragic story of his sister, a thrilling story which moved from Russia to Constantinople.

This story was now in scenario form. Greta haltingly submitted it to Stiller. He was delighted. Arrangements were made and the company started away on location.

Those were busy days in Constantinople. Shooting was slow, but satisfactory. Then letters stopped coming from Berlin. The company backing Stiller had gone broke.

Disheartened, the trio made their way back again to the German city. There were slim days ahead. Stiller arranged for Greta to appear in a film, The Street of Sorrow. Greta had, by this time, obtained a sufficient knowledge of the language to make this possible. But this second production was far from being a Goesta Berling.

But Fate works in strange ways. The fame of Berling had by this time extended across the Atlantic and spanned another continent to reach America and Hollywood. Louis B. Mayer was at the moment in Europe. He sought out Stiller for an interview, convincing him that he should bring his talents to the American screen.

Stiller was not unfavourable to the proposition, but he made one demand.

If he went to America, Greta and Hansen must accompany him.

Mayer, willing to meet any demand to obtain the services of this talented director, agreed.

It was a sad leave-taking for Greta.

But Stiller said she must go. It was an order. She dared not disobey.

In July, 1925, she boarded the steamer Drottningholm in the harbour of Gothenburg for this new world. Depression, so much a part of her personality, had full possession as the steamer pulled away from the dock and the homeland gradually faded into the horizon. The vastness of the sea, however, buoyed her spirits, as the days slipped by. Perhaps this new land would offer a rosy future.

who could typify the "flapper" era which was all the go at the moment.

Garbo, with her tall, statuesque, strange beauty, hardly complied with any of the popular conceptions of what went to make a Hollywood screen idol.

But the test was made.

The studio, it seems, was entirely unimpressed.

Stiller was furious when word reached him of the test's failure.

"Fools," he said. "Fools. I will show them."

There are still employes of the studio who remember the hours the director spent personally making-up Garbo for another test, one which he would direct. Hollywood standards of beauty he cast by the wayside. The Garbo that he placed before the cameras was the same Garbo who had scored so tremendously in Goesta Berling.

The result of that test was a different story. The evasive something, the strange lure which is Garbo, was caught to advantage.

Studio officials did a quick reversal in opinions. Here was something different. Here was a strange, sophisticated sex-appeal minus the hoyden qualities of the "flapper." Here was a brand new type. They would launch a great experiment.

The Torrent was the film selected to introduce this new star. Monta Bell was signed to direct. The fact that Stiller was not chosen for the task was the first heart-ache experienced by Garbo at the outset of her Hollywood career.

The months that followed would have been almost unbearable to one much less sensitive than Garbo. The strange forces which constantly surrounded her were frightening. The humour was strange; she couldn't understand the source of laughter. It was only natural that, in the back of her mind, would flash the thought that perhaps they were laughing at her. Then and there was born the desire to shut herself away from prying eyes, not because of temperament, but rather because of terror.

Each night as she journeyed towards the ocean from the studio, she wonder-

HOW TO PREPARE TEA: Boil fresh water. Warm up a clean pot. Put in one teaspoonful of good Indian tea for each person and one spoonful extra. Immediately the water boils pour it on the tea. Let the tea brew for five minutes; then pour it into cups adding milk and sugar

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ed how she could force herself to return the next morning. She wanted to run away. To pack her bags and return to the friendly faces she knew and longed for.

But Stiller ordered her to remain, and she knew that Stiller was a great man with her interests at heart. He knew, if she didn't, what this first film would mean to his protegee.

Each day the rushes of the previous day's work were shown in the projection room. Each day executives became more and more excited over what they saw. This Greta Garbo had more appeal than all of their flaming "flappers" rolled into one. But they kept their council until the film should be previewed. What they wanted was audience reaction.

The preview was finally held at a small theatre on the outskirts of Beverly Hills. The girl at the box-office did'nt even notice the tall, strange girl and distinguished looking man who purchased tickets long before the scheduled time and made their way into the darkened house.

Next morning the name of Greta Garbo had swept Hollywood like wildfire. Critics ran completely out of superlatives. She was magnificent, sensational, superb. The public awaited anxiously to get a first glimpse of this new star, and literally stormed the box-office when the film was released.

The same reception was accorded the picture when it opened at the Capitol Theatre in New York. Whole-hearted support given the star by the press there definitely established her as the greatest find to cross the horizon of the screen in years.

Greta Garbo was a star by popular demand.

Still wondering, perhaps, if this was simply a temporary vogue, the studio, nevertheless, lost no time in capitalizing on it. The Temptress, as her next vehicle, was selected almost immediately. Garbo accepted this story, but made one provision. Stiller must direct.

But Stiller's Hollywood star was an ill-fated one.

Master of all he surveyed in Sweden, he was unaccustomed to the system of supervision maintained in Hollywood, and resented it. He couldn't understand the strange demands placed upon him. Hollywood, on the other hand, couldn't understand Stiller.

Days passed and the breach widened, until finally Stiller gave up completely. The job was turned over to Fred Niblo. Shortly after, Stiller's contract expired with Metro-Goldwyn-Mayer. Now it was Garbo they wanted. Stiller's contract was not renewed, and shortly after he signed with Paramount where he was later to turn out one of their greatest successes, Hotel Imperial.

Work on The Temptress progressed without further incident. When it was released, its reception banished from executive minds, for all time, any ideas they might be fostering that Greta Garbo was a "fad." The motion picture-going public had accepted her with an enthusiasm which has not, to this day, been equalled.

Since Garbo represented, in the feminine field, the same qualities possessed by John Gilbert in the masculine realm, the studio hit upon an idea.

Flesh and the Devil was selected as the venture. It was a not-able occasion when work on the film started.

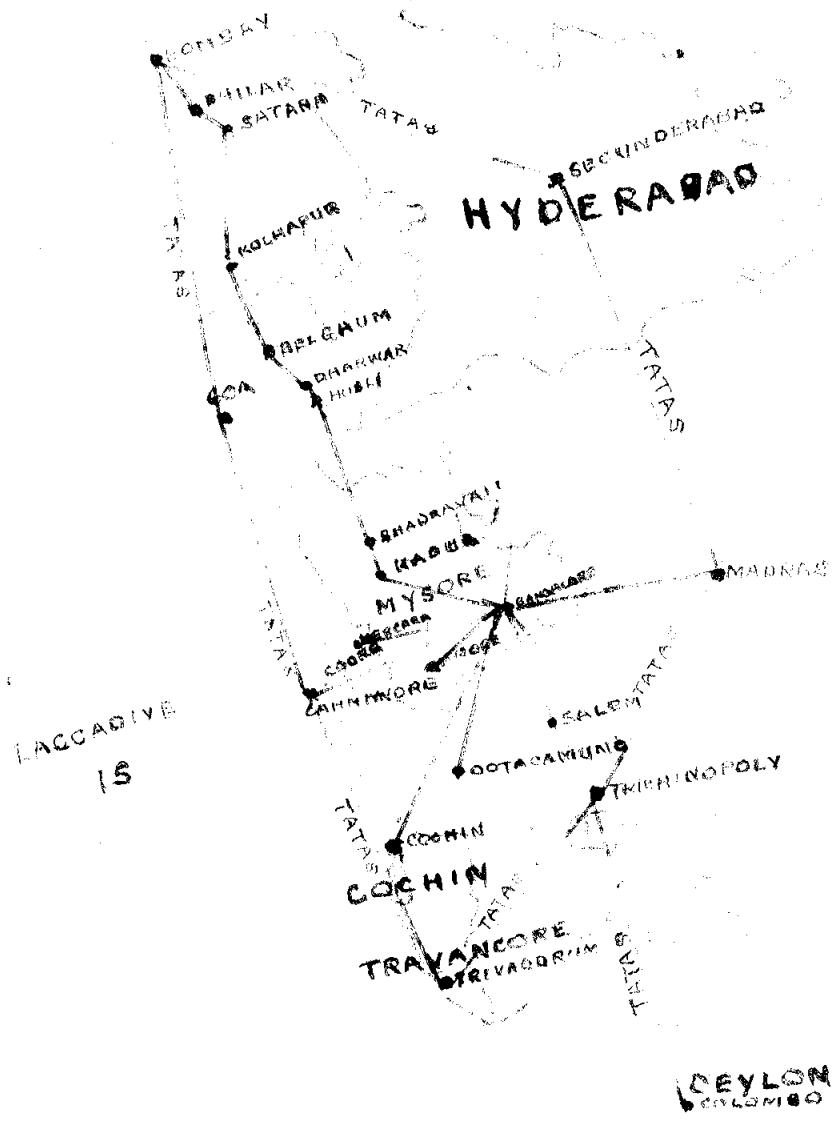
Miss Garbo and Mr. Gilbert were introduced.

The next moment they were enacting a love scene before the camera.

And at the same time one of the most hectic and colourful off-screen romances in Hollywood history had begun.

Where would it end?

(To be concluded)


BOMBAY
PUNE
SATARA
TATAS
SECUNDERABAD
HYDERABAD
KOLHAPUR
BELGAUM
DHARWAR
HUBLI
GOA
TATAS
BHADRAVATI
KADUR
MYSORE
BANGALORE
MADRAS
COORG
TATAS
CANNANORE
SALEM
OOTACAMUND
TRICHINOPOLY
LACCADIVE
15
TATAS
COCHIN
COCHIN
TRAVANCORE
TRIVANDRUM
TATAS
CEYLON
COLOMBO

Address

20 Museum Road
Bangalore.

THE MYSORE AIRWAYS CONSTRUCTIONAL SYNDICATE

CORRESPONDENCE THAT HAS PASSED IN CONNECTION THEREWITH.

To

The First Member of Council,
Government of Mysore
Bangalore.

Bangalore,

South India.

8th. January 1940.

The Postmaster-General,

Government of India,

N e w D e l h i .

Dear Sir,

RE: PROPOSAL FOR THE OPERATION OF AN AIR SERVICE BETWEEN BANGALORE AND BOMBAY.

I have to thank you for your letter Ref. Mails/187/39 of the 24th. ultimo, and for again placing on record that the Indian Posts and Telegraph Department would be prepared to consider the carriage of mails by aircraft when a newly formed or a contemplated air service has been satisfactorily established, with a guarantee that such service is on a sound financial basis and likely to work with regularity and punctuality, and to say that with the recognition of these fundamental factors by the Government of India and the Government of Mysore, these are the aims of the promoters of the proposed Mysore Airways, Limited.

My object in writing this letter is to point out the difficulty that has been experienced in getting aerodromes or landing grounds established in the more important towns in British India, which would facilitate the institution of fixed air routes.

I have now been working on the Bangalore-Bombay air service scheme for the past three years, and after a deal of correspondence the only result has been the construction of two aerodromes, these being at Kolhapur in the Kolhapur State, and the other at Bangalore in the Mysore State, no attempt having been made yet to establish aerodromes or landing grounds in any of the towns en route in British India.

One of the excuses is that I have been sent

a page from a magazine (American I think) called "Flight", which gives a description of an appliance used for pick-up-mails by aircraft while in flight, and which is being used on two American air mail routes.

Do you think that this method of dropping and picking up mails in India would be approved by the Department of the Indian Post Offices?

Our idea would be to set up such an appliance possibly in the Mysore State as a trial, and if successful would ask one of your Department to examine the working of the system.

I should like to have your views on these matters to place before my committee.

Awaiting the favour of an early reply.

Yours faithfully,

Secretary,
Constructional Syndicate of the
Mysore Airways, Limited.

Statement- D

Mysore Airways Ltd.

Allocation

Expenditure

Statement-	A	43188 0 0
"	B	36340 0 0
"	C	60000 0 0

Revenue

Statement-	D	139528 0 0	2,27,000-0-0
	Profit-	87472 0 0	
		2,27,000 0 0	2,27,000 0 0

William S. Walker

6.1.40

Statement "C".

Mysore Airways Ltd.

Revenue from Aeronautical Training School

Revenue Estimated.

Mysore Government-Subsidy for training 12 pilots per annum for A. licence at Rs 500/- per pupil	6000 0 0
Fee taken from 12 Mysore Government pupils in addition to Subsidy paid by Mysore Govt.	6000 0 0
Government of India Subsidy for training 12 pupils for A licence @ Rs 400/- per pupil	4800 0 0
Fee taken from 12 Govt. of India pupils in addition to Subsidy paid by Govt. of India for training for A licence @ Rs 600/- per pupil	7200 0 0
12 Mysore Govt. pupils putting in 200 hours flying to qualify for B. licence to pay a lump sum fee of Rs 1000/- each	12000 0 0
Non-Subsidised pupils - 8 pupils per mensem or 96 pupils per annum for qualifying for A licence a fee of Rs 1000/- each	96000 0 0
Non-Subsidised pupils - 8 pupils per mensem or 96 pupils per annum for qualifying for B. licence a fee of Rs 1000/-	96000 0 0
	Rs 22,7000 0 0

William S. Fawcett
6.1.40

Statement B.

Mysore Airways Ltd.

General Account

Directors Fees	3360	0	0	
Taxes	1000	0	0	
Office Rent-	1380	0	0	
Erection Temporary Hangers	4000	0	0	
Office building on Aerodrome	2000	0	0	
Travelling	1200	0	0	
Visiting towns in connection with Bombay-Bangalore Air-service	1200	0	0	
Workshop Equipment and building	10000	0	0	
Spare parts	5000	0	0	
Storekeeper	1200	0	0	
Contingencies	5000	0	0	
Allowances	1000	0	0	Rs 36340 0 0

Statement C.

Purchase of Aeroplanes and other plant for Aeronautical Training School	Rs 50000 0 0

William F. Wallace
6. 1. 40

Mysore Always Held
Established Budget
FOR STAFF
Office Establishment

		Per Annum	Rs.
Secretary per mensem		500 0 0	6000 0 0
Head Clerk		100 0 0	1200 0 0
Accounts Clerk		60 0 0	720 0 0
Typist & Filing Clerk		50 0 0	600 0 0
Peon		15 0 0	180 0 0
Chokra		8 0 0	96 0 0
Allowances		100 0 0	1200 0 0
Sweeper		5 0 0	60 0 0

Aeronautical Training School

Pilot Instructor		600 0 0	7200 0 0
Ground Engineer		500 0 0	6000 0 0
Junior Instructor		300 0 0	3600 0 0
Junior Ground Engineer		300 0 0	3600 0 0

Aerodrome Staff

One Pilot-available Taxi Service		400 0 0	4800 0 0
One Assistant for Aerodrome		100 0 0	1200 0 0
Eight Coolies	Each	12 0 0	1152 0 0
One Chowkidar		15 0 0	180 0 0

Rs. 43[illegible]

COST OF AIRCRAFT AND MAINTENANCE? ETCETERA.

The following figures are given for running a three seater aeroplane of the Miles Magister type between Bombay and Bangalore :-

The cost covers the running of the machine for 365 days of the year.

The overhead value of the aeroplane is taken at Rs.25,000 and the life taken for five years.

The daily run of the aeroplane is taken at 600 miles (actually it is 544) - 600 x 30 x 12 - 21,6000 miles annually.

Petrol used is calculated on 35 gallons to cover 356 miles, hence 216,000 miles would require 9,100 gallons of petrol.

	Per Annum.
Average cost of aeroplane for one year	Rs. 5,000
9100 gallons petrol @ Rs.1/8/- (Bangalore rate)	13,650
Pilots wages - Rs.600/- p.m.	7,200
Overhauling charges at 20 %	1,000
Repairs per annum at 10 %	500
Lubrication oil 900 gals. per annum	900
Painting per annum ...	150
Two cleaners @ Rs.15/- p.m.	360
Taxes per annum ...	500
Insurance per annum ...	1,000
Landing charges ...	9,000
Contingencies ...	600
	Rs. 84,260

In calculating the revenue, this type of aeroplane will earn in one trip for the whole plane from Bombay to Bangalore Rs.307/-.

Twenty lbs. of mail per day @ Rs.2/8/- per lb. would mean 7,300 lbs. of mails per day @ Rs.2/8/- would mean Rs.18,250 per annum.

For Newspapers and Parcels a round figure of Rs.7,300 is taken.

This works out as under:-

Passengers ...	Rs.1,02,055
Mails ...	18,250
Papers and Parcels	7,300
	Rs.1,37,605
Expenditure	84,260
Profit	53,345

Lost per mile -

216,000 miles per annum
Rs.84,260 x 16 - 1348160 annas
1348160 / 216000 - 6.24 annas per mile

Earnings -

Rs.307 - 4912 annas
4912 ÷ 544 miles - 9.02 annas per mile.

Kusubur Estate,
SOMAWARPET,
North Coorg,
South India.
24th. November 1939.

To,
William F. Walke Esq:,
8, Church Street,
Bangalore.

Dear Sir,

I herewith return the papers relating to the Mysore Airways,Limited, with thanks. I have gone through the papers. I also enclose my statement which I hope you will find alright.

Yours faithfully,
(Signed) D. Siddanna.

Mr. Siddanna's Statement -

Kusubur Estate.
24th. November 1939.

THE MYSORE AIRWAYS CONSTRUCTIONAL COMPANY LTD.

During my conversation with Mr.W.A.Davies of Coorg I was quite convinced that if an Air Service is started in Mysore State it would be a great boon and a tremendous leap towards quicker transport of mails and passengers alike. As a matter of fact I can assure that a company of this sort will find no difficulty in organising and getting funds and material ready once such a company is floated.

There are hundreds and hundreds of young eager Mysore youths who are only waiting for a flying club to be started. Once a flying club is started one can imagine the difficulty in trying to cope with the demand. What I would advise is that a flying club be started straightway. The expert advice and technique should be got from Madras or from the R.A.F.

In the near future India is bound to have her own Air Force and the experience gained in the flying clubs will certainly be an asset to any Pilot and when the Indian Air Force does come into being there will not be much difficulty in getting the personnel needed for this.

Sine the Air Service stops at Bombay there are none plying in the south. If Mysore Airways comes into being then this can be linked up with Madras, Bombay and the other cities en route of the Imperial Airways.

Any other help which can be given by me may kindly be intimated and I will see what best can be done of the affair.

(Signed) D. Siddanna.

Expansion of India's Air Services

Government's Scheme of Assisted Training

Flying Clubs to be Subsidised to Instruct Pilots and Engineers

NEW DELHI, Nov. 13.

The Government of India have decided to give financial assistance to men who are prepared to train as pilots and engineers and to give an undertaking to serve in the Air Forces if and when called upon to do so.

So far as pilots are concerned, the aim is two-fold—first, to give advanced training and improve the standard of a batch of pilots who are alreday qualified; secondly, to increase the number of pilots available by giving *ab initio* training to a limited number of unqualified applicants.

Scheme of Assisted Training

Air Force Headquarters are now engaged in recruiting the personnel for the Air Force Reserves as recently announced. The present scheme of assisted training, which will be financed from the Civil Aviation Petrol Tax Fund, and carried out through the medium of Flying Clubs in British India, will be supplementary to the Air Force plan. It will assist those who are not now selected by the Air Force to fit themselves for service when opportunities occur later. No guarantee is given that any of the trainees under this scheme will be absorbed into the Air Forces.

A grant of Rs 51,400 has been made available in the current year, and this will be expended on the training of pilots in the Flying Clubs at Calcutta, Bombay, Madras, Karachi, Delhi, Lahore, Cawnpore and Lucknow, and on the training of mechanics wherever facilities are available.

Pilot Instructors

To provide for the growing demand for flying training, a part of the grant is being allotted for the training of four Indian Pilot Instructors. These will be selected from the best qualified pilots now available, and their training as Instructors will be completed at selected Flying Clubs.

As for pilots, in the first place, eight vacancies for qualified pilots will be allotted to each of the seven Flying Clubs. Each pilot will be required to undergo a course of 20 hours advanced training, which will be designed to fit him for service in the Air Forces, but which will be varied in accordance with the flying experience of the pilot. Government will make a grant of Rs 20 an hour or Rs 400 in all towards the cost of this training.

Flying Training

Four vacancies for unqualified applicants will be allotted to each Club. Those who are admitted to the scheme will be required to submit to final selection only after they have obtained a pilot's "A" licence and completed 10 hours solo flying. If then reported suitable by the Pilot Instructor, they will be reimbursed the cost of their training to the extent of Rs 20 an hour up to a maximum of 20 hours. They will then be given further training, up to 25 hours in all, on the same terms.

Pilots will be required to pay the balance of the cost of their training, but will be entitled to receive any bonus which may become due to them under the Flying Club subsidy scheme. The net result will be that their flying training will cost them between Rs 5 and Rs 10 an hour.

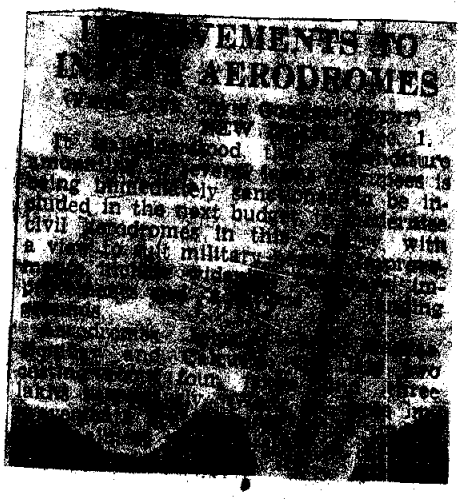
Madras Flying Club charges Rs 40/- per hour

Conditions of Selection

The conditions attached to this scheme have been sent to the Flying Clubs, to whom all applications should be made. Candidates will be required to show that they are qualified for entry either to the Royal Air Force or the Indian Air Force, and will be required to pass a medical examination. The first selection will be made by a board convened by the Flying Club and comprising the President (or his nominee), the Chief Pilot Instructor and the Government representative on the committee. The final selection will be made by the Director of Civil Aviation.

Training of Mechanics

The training of mechanics will be on a limited scale, and will consist mainly of placing partially trained unemployed men into employment as apprentices or otherwise. There is a shortage of experienced engineers and mechanics, and the expansion of the Air Forces will leave civil aviation to some extent depleted of skilled men. New men will be required to fill the gaps. The selection will be mainly from the ranks of those partially trained in aeronautical engineering, but trained mechanics in other branches of engineering will be considered. The method of selection and training will depend to a large extent on the results of recruitment for the Air Forces and a further announcement will be made later.—*A.P.*



COPY.

20, Museum Road,
BANGALORE.
2nd.January 1940.

The Personal Assistant to
Amin-ul-Mulk Sir Mirza M.Ismail, K.C.I.E., O.B.E.,
Dewan of Mysore,
BANGALORE,
Mysore State.

Dear Sir,

RE: THE PROPOSED FORMATION OF THE MYSORE AIRWAYS, LIMITED.

Mr.W.A.Davies, who is at present in Madras, has asked me to communicate with you and to ascertain when it will be convenient for him to have an interview with Sir Mirza, as it is rather important for some decision to be arrived at as early as possible, on account of offers of aeroplanes being kept in suspense, which it was proposed to secure in England in the event of an Aeronautical Training School being established here in connection with the proposed Company, and which offer it is not desirable should lapse owing to the demand on such machines at the present time.

Mr. Davies will be back in Bangalore on the morning of the 5th. instant.

Yours faithfully,
(Signed) William F. Walke.

Secretary,
Constructional Syndicate of the
Proposed Mysore Airways,Limited.

Copy forwarded to Messrs.R.K.Dundas, Limited, The Airport, Portsmouth, England, for their information.

Bangalore:
4th. January 1940.

20, Museum Road,
BANGALORE,
Mysore State,
South India.

4th. January 1940.

Messrs. R.K.Dundas, Limited,
The Airport,
PORTSMOUTH,
England.

Dear Sirs,

I am in receipt of your letter Ref.ADD/BT of the 19th. ultimo, and have also just received two letters from Lord Ronaldshay dated the 24-11-39 and 5-12-39, the latter having arrived before the former which I had acknowledged, and seeing now that he is otherwise engaged in the war, I will in future address all my communications to you direct. In any case, I expect that he will send my last letter on to you to read.

I quite realise the importance of arriving at a decision as quickly as possible in connection with the offers of aircraft received from you, and this I am pressing for here, in consequence of which it is to be hoped that Mr.Davies, who is more concerned with the aircraft side of the business, will be able to arrange an interview next week with the Dewan of Mysore when he returns from on tour, as certain points have first to be decided by him before a decision can be reached.

I enclose for your perusal a copy of a letter I addressed to the Personal Assistant of the Dewan on the day before yesterday, and you may be assured that I will not fail to advise you immediately I am in a position to do so.

Encl: One.

Yours faithfully,

William F. Walke.

COPY.

R. K. DUNDAS, LIMITED.

Chairman
Lord Ronaldshay
Directors
Sir Alan J.Cobham
K.B.E.,A.F.C.
L.Tetley
H.D.King.

THE AIRCRT,
PORTSMOUTH.

Our Ref. ADD/BT.

19th. December 1939.

William F. Walke Esq:,
20, Museum Road,
BANGALORE,
South India.

Dear Sir,

We have been instructed by Lord Ronaldshay to acknowledge and thank you for your letter of the 2nd. instant confirming receipt of our two cables regarding your enquiry for second hand aircraft.

We are very pleased indeed to note that you are putting the matter before the members of the Committee, and we look forward to hearing from you as soon as a decision is made.

We shall look forward to receiving your further instructions which we hope will ~~xx~~ not be delayed too long, as we must emphasise the point that in these days, with large numbers of training aircraft being requisitioned by H.M. Government, we are unable to guarantee that the particular machine we have offered will continue to be available indefinitely.

You are assured of our desire to be of service and of the closest attention to your instructions.

Yours faithfully,
For R.K.Dundas, Limited.
(Signed) A.E.Dundas.

Aske,

Richmond,

Yorkshire.

24th. November 1939.

Dear Mr. Walke,

Very many thanks for your letter dated Nov. 10th and I am so glad to hear things are progressing in India. I was afraid everything would have been held up. I have of course been called up with my Territorial regiment since September so have been a little out of touch with business. However I saw our Managing Director, Mr.King, the other day and have arranged with him to do all we can to help you find suitable aircraft. If has occurred to me that a Miles Whitney Straight (?) which I used to own privately and sold only about 9 months ago might suit you if available. It is for all practical purposes similar to the Hornet and in my opinion a better machine. However I have suggested to King that he should find out about this and mention it to you if it appears interesting.

I fear the war is not helping our activities in India, but I trust that in your case, your developments will continue with success.

Yours sincerely,

Ronaldshay.

Yorkshire Hussars,
Market Rasen Lines,
England.
5th. Dec. 1939.

Dear Mr. Wolke,

I have carefully read your letter and noted your proposals regarding a possible link between Lyore Airways and an Imperial route.

I feel that the position between us is now clarified and I think that there is no reason whatever why we should not co-operate in any direction which would appear to lead to our mutual advantage.

I am afraid I am personally a little out of touch with business owing of course to the war, but I have gone into the whole position with Mr. Ivy of our Portsmouth office and much hope that things will continue to develop satisfactorily. After all we both wish to increase business through the development of civil aviation in India, you as an operator and ourselves as agents, and I see no reason why we should not work in together in that way.

Yours sincerely,

Monaldshay.

20, Museum Road,
Bangalore,
Southern India.
1st. January 1940

Lord Monaldshay,
C/o Messrs. L.E.Landman, Limited,
The Airport,
Portsmouth,
England.

Dear Lord Monaldshay,

I have to thank you for your letter of the 5th. December, and appreciate your perception in that our reciprocal views may go a long way towards advancing aviation in India still further, because it is not to say that India is altogether backward in this line of progress, and if better facilities were about to appear, I suppose flying in India, taking into consideration the conditions offering, would become as popular as in any other country.

Nevertheless, as we are situated out here, one of the say that we are at the spoken and are unable to do without assistance from the wave, with respect to which you are most aptly placed in England.

Of course there is some uneasiness of doubt as to whether the most efficient airmen will always be available out here, and it is for this reason that the suggestion should be worked on to set up a most up-to-date aeronautical training school, so that those wishing to take up aviation, may have the opportunity of receiving instruction something rather different to the usual run of flying club directions, and in addition to this it is said that Bangalore as a centre for Southern India, at any rate, would offer the best conditions.

I am therefore now working to raise sufficient capital to inaugurate this first of all, and am putting up the offer made to me by Messrs. L.E.Landman, Limited, of the two training machines, namely: a Miles Hawk and a Hornet Moth, and if this

--

is accepted I will of course immediately advise them.

A question arose as to whether aeroplanes from England would now be available, but your cablegram and subsequently the letter of confirmation received from Messrs.Dundas, Limited, allayed this doubt.

And now as regards the airway services which it is proposed the Mysore Airways, Limited, should operate, this map will give you some idea of what the intentions are, which may, in fact, eventually evolve itself into a federal airways of the Southern Indian States, when many more aeroplanes will be required.

It is too early yet, however, to be able to make any definite statement of how the scheme is to be worked out, but I will keep Messrs.Dundas, Limited, advised when matters take more shape.

With regard to the suggested link with the Seychelle Islands, so as to meet with a future possible air line between Onslow and Mombasa, the authorities at Cochin think that this would be a very good idea, and write to say that proposals are already being considered to give all manner of facilities at Cochin both for landplanes and seaplanes, and that they would welcome Cochin being linked by air with the internal towns and districts in Southern India, because this would not only open out passenger traffic, but would also make the internal India air mail surcharge more operative and beneficial, which is not so effective at present.

However, as I see you are at present otherwise engaged with the way, I will in future address all my letters to Messrs. H.K.Dundas, Limited, at Portsmouth, and in wishing you the compliments of the season, I remain,

Yours sincerely,

(Signed) William F. Walke.

Extract of a letter of the 27th.Dec. 1939 from Mr.Walke to the Postmaster General at New Delhi.

" I have also to say that in October last I posted to you too a similar packet containing a file of papers, with an accompaning letter, in which I asked you to advise me on certain matters relating to the carriage of mails, should a direct air service be commenced between Bombay and Bangalore, and as I have not up to now received an acknowledgement from your office of either the letter or the file of papers, I shall be glad to know if these were received.

In any case, in supposing that the papers are with you and in regard to the question of the carriage of mails, in looking over the attached map, I would ask you to follow the markings in red, and to say that the proposed Mysore Airways, Limited, have under consideration the linking up of places in Central Southern India, and have also in view the future possible link between Cochin and the Onslow-Mombasa air route, which is referred to in the enclosed note, but in dealing at the present moment with the Southern India scheme, what the promoters of the proposed Company want to arrive at is, as to how they could serve the purpose of mails being delivered along the route marked in red, so as to give the smaller towns and those districts concerned the real benefit of the Indian air mail surcharge.

I now await an early reply from you, so that any

suggestions you may have to make may be duly considered in the formation of the proposed Company."

Received on the 2nd. January 1940. --

INDIAN POSTS AND TELEGRAPHS DEPARTMENT.

W.F.Walke, Esq:,
The Mysore Airways Limited, Constructional Syndicate,
8, Church Street,
Bangalore,
Mysore State.

No. Mails. 187/39.

New Delhi, 24th. December 1939

Subject:- PROPOSAL FOR THE OPERATION OF AN AIR SERVICE BETWEEN BOMBAY AND BANGALORE.

Sir,

With reference to your letter No. Nil dated the 2nd. November 1939, I am directed to say that the matter of sending mails by air by a newly formed, or a contemplated air service, can be considered, as already intimated to you in this office letter No.F.M.66-37 (air) dated the 20th. March 1937, only when the Company has established a satisfactory service and guarantees are forthcoming that the service is on a sound financial basis and likely to work with regularity and punctuality.

I have the honour to be,
Sir,
Your most obedient servant,

(Signed) Indecipherable.

Astt. Deputy Director-General.

C O P Y.

R. K. DUNDAS, LIMITED.

Chairman -
LORD RONALDSHAY.
Directors -
SIR ALAN J. COBHAM
L. TETLEY
R. D. KING

THE AIRPORT,
PORTSMOUTH.

1st. December 1939.

William F.Walke Esq.,
8, Church Street,
BANGALORE.

Dear Sir,

We are instructed by Lord Ronaldshay to confirm his cable of the 30th. ult. as per the attached copy, which is in reference to your enquiry for second hand aircraft.

You will see from this cable that we have not been able to locate any second hand Miles Magisters, but we feel sure that you will be interested to have the details of the second hand Miles Hawk Trainer Mark 11, which is the type used by Messrs.Phillips & Powis Ltd. in their elementary and reserve Flying Training School.

We have selected this machine from quite a large fleet and although all the machines have been considerable service, we know that they have been well maintained, and if you were to select this machine, we would see that it was in really good condition.

As mentioned, this Hawk Trainer has dual sets of blind flying instruments and hydraulic flap pump mechanism. It should also be mentioned here that the machine has the old type undercarriage, which is not by any means considered a disadvantage as it is Messrs.Phillips & Powis's own design, and we understand they have never experienced any trouble in this direction.

We confirm the specification of the machine is as follows:-

Total Airframe Hours	...	...	1084
Total Engine Hours	...	...	1078
Total hours since complete overhaul		...	179

Aircraft supplied with 12 months C. of A.
Price £.750 (Seven hundred and fifty pounds) nett ex aerddrome.

Regarding the Hornet Moth, we confirm having offered you a good machine which, although it has not really had a great deal of use, is certainly reasonable in price.

The specification of the machine is as follows:-

Total Flying Hours	...	...	738.
C. of A. expires 10th. March 1940.			
Hours flown since last C. of A. 198.			
Total Engine Hours	...	...	757.

Fitted Reid & Sigrist Turn & Bank Indicator and Fore and Aft Level, complete with Starter and Battery and wiring for navigation lights.
Price £650 (Six hundred and fifty pounds) ex aerodrome-

The prices given above are exclusive of packing and c.i.f. to Madras as stated in the cable which our shipping agents advise

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PLEASE NOTE CHANGE OF ADDRESS.

20, Museum Road,
BANGALORE,
South India.

2nd. December 1939.

Lord Ronaldshay,
C/o Messrs.R.K.Dundas, Limited,
The Air Port,
PORTSMOUTH,
England.

Dear Lord Ronaldshay,

SUPPLY OF AIRCRAFT.

In response to my letter to you of the 10th. ultimo, I received on the 23rd. your cablegram of the 22nd., reading:-

"YOURS TENTH RECEIVED WILL CABLE FEW DAYS MACHINES
"AVAILABLE PRICE ETCETERA",

and subsequently, Yesterday, I received your cable of the 30th., which reads as follows:-

"CAN ONLY OFFER NEW MAGISTER PRICE FIFTEENHUNDRED STERLING
"ALTERNATIVELY USED HAWK TRAINER TOTAL HOURS 1804 ENGINE
"1078 AND 179 SINCE COMPLETE TWELVE MONTHS CERTIFICATE OF
"AIRWORTHINESS DUAL SETS BLIND INSTRUMENTS PRICE SEVENHUNDRED
"ANDFIFTY STERLING STOP HORNET GADMN CERTIFICATE OF
"AIRWORTHINESS TO MARCH TOTAL HOURS 738 ENGINE 757 STARTER
"AND BATTERY WIRED FOR LIGHTS PRICE SIXHUNDREDAND FIFTY
"STERLING STOP ALL ABOVE EX AERODROME PACKING FREIGHT ABOUT
"TWOHUNDRED STERLING INSURANCE SIXTY SHILLINGS PERCENT
"OFFERED SUBJECT OBTAINING EXPORT LICENCE AND REMAINING
"UNSOLD".

I am putting up the contents of this cable to the Members of the Committee of the Constructional Company of the proposed Mysore Airways, Limited, or which parent Company on revision may take the form of the Federal Airways of the Southern Indian States, and on a decision being arrived at I will immediately communicate with you.

Meanwhile, I am enclosing a copy of a letter I have written to the Officer Commanding, Air Forces, India, New Delhi, which has reference to the establishment of an Aeronautical Training School in Bangalore, and seeing that such a Training Institution would be, I suppose, of National interest, I assume it would not be so very difficult to obtain permission for such instructional aircraft that may be required, to be exported from the United Kingdom to this unit of the Empire.

I am also enclosing a statement by one of our Indian supporters, which speaks for itself.

However, I will communicate with you further on this matter with respect to the supply of aircraft, at a date a little later on.

Yours sincerely,

Enclosures - Two.
Per Air Mail.

William F. Walke.

T. GRUBB.

Cochin, 28th. December 1939.

Wilfred S. Blake Esqr.,
C/O, Tuticorin Zone,
Tuticorin.

Dear Sir,

I am in receipt of your letter of the 26th. inst..

I consider your proposal of starting a flying service in South India should certainly meet with public approval. Certainly one has to travel over long distances between important towns and railways journeys are none too comfortable. In normal times there is quite a considerable seaborn passenger traffic in and out of Cochin. I feel sure that passengers disembarking at Cochin for various points in South India would certainly prefer to use air in the medium of travel rather than the railways. There is a proposal to construct a large size aerodrome at Cochin for landing of the Imperial Airways flying boats on completion.

With regard to further developments in Cochin I am not in a position to answer this as I have passed your letter on to Mr. Tuticorin who is the administrative officer and Harbour Engineer in charge of Cochin, so that they can take such actions that may be necessary when the time will be ripe.

Your suggestion may be considered as to the choice of Trichur being investigated, and from what I have seen that the project would pay to develop the internal air routes of Central Southern India, not only for the carriage of mails but for the conveyance of passengers, small parcels and newspapers too, since in fact in so far as the Cochin Harbour and districts are concerned, if the route spread in more than one way, it will be seen that those places would really benefit as the internal India air mail surcharge, which is not so attractive at present, can be made very gradually into the general levies of the Southern India taxes, when Hyderabad, Bangalore and Cochin would become important air cores. In which case we may be able to get the Central Taxes, Travancore and Cochin to co-operate in at least to put down landing grounds in their principal towns.

Yours faithfully,

(Signed) T. Grubb.

C/O, Tuticorin Zone,
Tuticorin,
30th. Dec. 1939.

T. Grubb Esq.,
Asst. Superintendent of Police,
Cochin,
South India.

Dear Sir,

I have to thank you for your letter of the 28th.instant, and also for passing my letter to you on to Mr. Tuticorin, the Administrative Officer and Harbour Engineer in charge of Cochin, and any construction questions that may be required from him will be much appreciated.

Your suggestion may be considered as to the choice of Trichur being investigated, and from what I have seen that the project would pay to develop the internal air routes of Central Southern India, not only for the carriage of mails but for the conveyance of passengers, small parcels and newspapers too, since in fact in so far as the Cochin Harbour and districts are concerned, if the route spread in more than one way, it will be seen that those places would really benefit as the internal India air mail surcharge, which is not so attractive at present, can be made very gradually into the general levies of the Southern India taxes, when Hyderabad, Bangalore and Cochin would become important air cores. In which case we may be able to get the Central Taxes, Travancore and Cochin to co-operate in at least to put down landing grounds in their principal towns.

Yours faithfully,

(Signed) Illegible. A.C.S.

THE MYSORE AIRWAYS, LIMITED.
(UNDER CONSTRUCTION)

20, Museum Road,

Bangalore,

South India.

24th. December 1939.

F. Grubb, Esq:,

C/o Messrs. Brunton & Co: Ltd;,

C o c h i n ,

South India.

Dear Sir,

Mr Murch of this place, who use to be formerly connected with aviation in Northern India, has given me your name as being one who is interested in flying, and as Cochin as an airport is in a position which may command attention in the near future, in reading over the enclosures, I should like to have your opinion as to what advance Cochin is likely to make as an Airport for landplanes as also seaplanes, and in the event of an air-link being made between Bangalore and Cochin, what advantage do you think it would serve, not only to Central Southern India, but alike to connect this part of the country with a future possible air route between Australia and Africa?

Any suggestions you may be able to make in the matter would be of interest, and will be gratefully received, as I am now collecting data for the formation of the pre cent Mysore Airways, Limited.

Encl: Two.

Yours faithfully,

(Signed) William F. Walke.
William F. Walke.

A copy is forwarded to E.A.Murch, Esq:, Brigade Road, Bangalore, for his information, with copies of the enclosures.

Bangalore:

24th.Dec.1939.

PLEASE NOTE CHANGE OF ADDRESS.

20, Museum Road,

Bangalore,

South India.

22nd. December 1939.

The Air Marshal,
Air Officer Commanding-in-Chief,
Air Forces in India,
Air Headquarters, India,
NEW DELHI.

Dear Sir,

RE. PROPOSED AERONAUTICAL TRAINING SCHOOL
TO BE ESTABLISHED AT BANGALORE.

I have to-day received your letter No.7001/4/39/P of the 16th. instant, and regret to learn that the file of papers which were sent to you by "book post", and which was posted with my letter to you of the 22nd. of last month, has not reached you .

I am in consequence sending to you to-day a duplicate file which I trust will reach you safely.

With a file of papers under separate cover.

Yours faithfully,

William F. Walke.

C O P Y .

AIR HEADQUARTERS, INDIA.

No. 7001/4/39/P.

New Delhi, 16th. December 1939.

To

W.F.Walke Esq:,

8, Church Street,

B a n g a l o r e .

Dear Sir,

I am directed to acknowledge receipt of your letter dated 22. 11. 39, and to state ~~thank~~ that the papers mentioned in the last para of your letter under reply have not been received.

Will you please forward these papers to enable me to let you have my views on the proposed Aeronautical Training School.

Yours faithfully,

(Signed) R.T.James. F/O.

For Air Marshal,

Air Officer Commanding-in-Chief,

Air Forces in India.

22nd. November 1939.

To,

The Officer Commanding,
Headquarters, Air Forces, India,
NEW DELHI.

From,

Mr. William F. Walke,
8, Church Street,
BANGALORE.

Sir,

At the suggestion of the Officer Commanding, Headquarters, Bangalore, I have the honour to address you to ascertain if the Air Forces, India, would recognise Pilots, Ground Engineers and Machanics trained in an Aeronautical Training School, which it is proposed to establish here as a branch of the Mysore Airways, Limited, the prospects of which undertaking is now being investigated by a preliminary constructive syndicate, for which I am collecting data.

At the outset, I may say, it is proposed to set up a structure as would not only serve the requirements of commercial aviation, but to train men too as would be efficient for any other service in India in the line of aviation, including that of the Military, thus to provide a training on a sound and ordered basis something rather different to the usual run of Flying Club instruction in India, which may be to the advantage of young men who have hitherto either had to refrain from taking to aviation at all, or who have been put to considerable expense, first to get an elementary training out here and then having to go home to obtain special class certificates.

It is considered by aviators who I have consulted here, that Bangalore with its neighbouring towns and States, would offer an ideal centre for Southern India at which an Aeronautical Training School might be established, being so situated too as to be convenient

to the tea and coffee estates of Southern India, whose Planters, I learn, would take a particular interest in aviation if the facilities were offering.

But I am told that unless an Aeronautical Training School of the nature it is proposed to establish is of an all India recognition, and that too by the Air Forces, it would not serve the purpose, as aforesaid, for which it would be intended.

I would therefore like to hear from you before framing the details of the proposed Aeronautical Training School, as to under what specified conditions the Air Forces, India, would recognise Pilots, Ground Engineers and Mechanics, who could be trained at this training school, and would it be open for such Pilots, Ground Engineers and Mechanics, if trained under such specified conditions, to be admitted out here into the commission ranks of the Royal Air Force and or Air Forces, India, such admission being of the equivalent as to qualify a man for active service as at home.

I am sending you a few papers which will give you a rough idea of the project under consideration, and your views on the proposed Aeronautical Training School would be greatly appreciated.

I have the honour to be,

Sir,

Your most obedient servant,

(Signed) William F. Walke.

A copy is forwarded to the District Commander, Army Headquarters, Madras District, Bangalore, which has reference to his letter No.18055/3/G. of the 20th. November 1939.

COPY.

20, Museum Road,

BANGALORE,

Mysore State.

3rd. December 1939.

The Director of Civil Aviation in India,

Government of India,

N E W D E L H I .

Dear Sir,

RE: PROPOSED MYSORE AIRWAYS, LIMITED.

In reverting to correspondence I had with you some time ago when I was in Bombay, I now write to inform you that a scheme is under consideration here to form a Company, which it is proposed to call the Mysore Airways, Limited, and as I am now in Bangalore, I am sending you from here a file of papers from which you will be able to get some idea as to what is being done, the chief objects of the proposed Company being to see if a Bangalore-Bombay air service can be established, as also an Aeronautical Training School at Bangalore, and a Taxi Air Service with a centre at Bangalore.

I shall now feel obliged if you will kindly extend the sympathetic treatment you have hitherto given me, and so as to help me to complete my investigations here, by giving me replies to the following questions:-

Are there any rules which would debar the proposed Mysore Airways, Limited, from carrying out any of the proposals referred to in the papers I am sending you, in respect to particularly -

THE BANGALORE-BOMBAY AIR SERVICE,

THE AERONAUTICAL TRAINING SCHOOL AND

THE TAXI AIR SERVICE?

BANGALORE-BOMBAY AIR SERVICE.- As regards this service, the drawback when this project was on the anvil a year or two ago, was

the necessity of getting aerodromes or landing grounds established at Satara, Kolhapur, Sangli, Miraj, Belgaum and Dharwar or hubli, so as to have a route through the Southern Mahratta Country linking up those places, and although Kolhapur has since put down an aerodrome, it seemed that with respect to the other places in British India, the Municipal Act did not permit of a Municipality to expend money on aerodromes or landing grounds, notwithstanding the populace of those stations being desirous of seeing their places included in the air route. And so it has been suggested that the Mysore Airways, Limited, might devise some means, whereby they may assist to establish landing grounds, under your guidance, where a township is unable to comply, or can you tell me if the Municipal Acts, relating, at any rate, to the Southern Mahratta Country, have lately been revised pertaining to matters in reference to aviation?

THE AERONAUTICAL TRAINING SCHOOL.- As this proposed Training School will be established in a State, would it in consequence be excluded from receiving those benefits which the Government of India extend to other aeronautical training Institutions?

Moreover, would the Government of India recognise efficient Pilots and Mechanics trained in such a school in Bangalore, and where would it be necessary for these to obtain their "A" and "B" class licensees? Besides, would the same rules which apply in British India hold good in the Mysore State, being remindful that Bangalore offers one of the most perfect centres in India as a place of training for aeronautics?

Any particulars you can give me on these matters for the information of the proposed Company will be appreciated.

TAXI AIR SERVICE.- It has been suggested that this service should at first be run between Bangalore and Madras, which might be operated in the cause of economy in union with the Aeronautical

Training School, and which could be extended as opportunities offer, bearing in mind, too, that Bangalore is well placed as a centre to serve Southern India.

Any advice you can give me on all these matters, and information which would help the proposed scheme of things, would be very acceptable and thankfully received, because in framing the outlines of the proposed Company, it is necessary to know precisely how matters will compare with the regulations of the Directorate of Civil Aviation in India.

Will you kindly send me a copy of the Government of India C.A.B. certificate.

Awaiting the favour of an early reply.

Yours faithfully,

(Signed) William F. Falke.

Copies forwarded to the members of the Promoting Company for their information.

BOMBAY-BANGALORE AIR SERVICE.

I am putting up a note for consideration which has reference to the opinion that has been expressed by the financier in Madras, in that it would not be to the advantage of the proposed Mysore Airways, Limited, to have anything to do with regard to the placing of funds at the disposal of Municipalities in British India to be used for establishing aerodromes or landing grounds in those towns which would come in range of the Bombay-Bangalore air route.

I write this note as a consequence on correspondence I had some three years ago with the Municipalities of Satara, Belgaum, Dharwar and Hubli, as also with the States of Kolhapur and Mysore. As a result of this correspondence the Kolhapur and Mysore States have constructed aerodromes, but no attempt has been made by any of the said towns in British India to do likewise, although the Municipalities of all those towns considered it would be to their advantage to have aerodromes. The cause of the hesitation has been due to the question of finance to meet the expenses of construction, and secondly to maintain such aerodromes. It may be all very well to say fly over their towns and they will then soon find the ways and means of providing at least a landing ground, but it must not be forgotten that the two aforesaid obstacles have to be overcome.

I would like to make the following suggestions - Let the Constructional Company be first floated for Rs.2,00,000. This will give sufficient capital to immediately start the Aeronautical Training School, allied to the Taxi Service.

But before this is done, the Mysore Government should decide if it can help the Company on the lines put forward by Mr.W.A.Davies in his note to the Dewan of Mysore on the 2nd.instant. Once this assurance is forthcoming, it will be an easy matter, it seems to me, to raise finance. To argue on the point that this will meet with approval if not in full at least in sufficient as to satisfy the public that the Mysore Government is interested, will to some extent help the Company to further the scheme.

The Training School and Taxi Service having been established, the next step will be to concentrate on the Bombay-Bangalore Air Service. The first aim in this direction should be to get into touch personally with the Municipalities of the towns that would be on this Air Service route. The most economic way to do this would be to either hire or purchase a second-hand car, and for me to proceed by road calling at Kadur, Bhadravati, Hubli, Dharwar, Belgaum, Sangli, Miraj, Satara, Panchgani and Mahableshwar (for Bhilar), and to interview these Municipalities such to learn from them in detail what the exact position is, and how it will be possible to get an aerodrome or landing ground constructed. Something definite from these Municipalities would give the Company some foundation to work on, and the probable income that could be derived from passenger and mail earnings, which would be the main stay of the scheme, until afterwards when it could be put more on a commercial basis, thus to carry parcel traffic and newspapers.

To give some idea what the earnings would be to carry passengers from Bombay to Bangalore, to quote from rates of another Company in Bombay who charter planes, it works out as follows~~The rate includes~~

Mileage - Bombay to Bangalore	--	644 mil~~es~~
Hire for a three seater	--	Rs.315 } This includes Rs2/-
For one seat in a mail plane	--	Rs105 } for passenger and 6- for ambulance

The first class railway fare from Bombay to Bangalore is Rs.84-7-0. The rail journey to come right through from Bombay to Bangalore via Hubli takes 34 hours. This means one day and a night of travelling. Meals for the journay would run to another Rs.9/- or Rs.93/7/- by first class rail, against Rs.105 by aeroplane, the flying time from Bombay to Bangalore being 5½ hours.

The rate I understand paid by the Post Office for mail is Rs.2/8/- per lb.

This means the more aerodromes there are on the route the larger the earnings. It is not necessary to ~~dxtaixxdx~~ dilate on this point.

20, Museum Road,
Bangalore.
11th. Dec. 1939

William F. Walke.

RE: THE BOMBAY-BANGALORE AIR SERVICE.

MAIL TIMING. LEAVE BOMBAY 7 A.M.			THREE SEATER	SINGLE SEAT IN MAIL.
a 7-55 d 8-10	BOMBAY to BHILAR -	95 miles	Rs.53-8-0	Rs.18-0-0
a 8-25 d 8-40	BOMBAY to SATARA	120 miles	Rs.63-12-0	Rs.21-4-0
a 9-25 d 9-40	BOMBAY to SANGLI	190 miles	Rs.106-0-0	Rs.35-8-0
a 10-0 d 10-15	BOMBAY to MIRAJ	200 miles	Rs.112-0-0	Rs.37-12-0
a 10-40 d 10-55	BOMBAY to KOLHAPUR	230 miles	Rs.129-8-0	Rs.43-8-0
a 11-25 d 11-40	BOMBAY to BELGAUM	280 miles	Rs.157-8-0	Rs.53-12-0
a 12-15 d 12-30	BOMBAY to DHARWAR	315 miles	Rs.178-0-0	Rs.59-4-0
a 12-40 d 12-55	BOMBAY to HUBLI	325 miles	Rs.183-0-0	Rs.61-0-0
a 1-55 d 2-10	BOMBAY to BHADRAVATI	425 miles	Rs.239-4-0	Rs.80-0-0
a 2-30 d 2-45	BOMBAY-KADUR	447 miles	Rs.251-8-0	Rs.83-12-0
a 3-45	KADUR to BANGALORE	547 miles	Rs.307-12-0	Rs.104-0-0

T I M I N G S .

Average speed taken at 100 miles per hour:-

Special aeroplane would take 5½ hours from Bombay flying direct to Bangalore.

Mail aeroplane would take 8 hours, allowing for 15 minutes for each stopping station.

COST OF AIRCRAFT AND MAINTENANCE? ETCETERA.

The following figures are given for running a three seater aeroplane of the Miles Magister type between Bombay and Bangalore :-

The cost covers the running of the machine for 365 days of the year.

The overhead value of the aeroplane is taken at Rs.25,000 and the life taken for five years.

The daily run of the aeroplane is taken at 600 miles (actually it is 544) - 600 x 30 x 12 - 21,6000 miles annually.

Petrol used is calculated on 35 gallons to cover 356 miles, hence 216,000 miles would require 9,100 gallons of petrol.

	Per Annum.
Average cost of aeroplane for one year	Rs. 5,000
9100 gallons petrol @ Rs.1/8/- (Bangalore rate)	13,650
Pilots wages - Rs.600/- p.m.	7,200
Overhauling charges at 20 %	1,000
Repairs per annum at 10 %	500
Lubrication oil 900 gals. per annum	900
Painting per annum ...	150
Two cleaners @ Rs.15/- p.m.	360
Taxes per annum ...	500
Insurance per annum ...	1,000
Landing charges ...	9,000
Contingencies ...	600
	Rs. 39,860

In calculating the revenue, this type of aeroplane will earn in one trip for the whole plane from Bombay to Bangalore Rs.307/-.
Twenty lbs. of mail per day @ Rs.2/8/- per lb. would mean 7,300 lbs. of mails per day @ Rs.2/8/- would mean Rs.18,250 per annum.

For Newspapers and Parcels a round figure of Rs.7,300 is taken.

This works out as under:-

Passengers ...	Rs.1,02,055
Mails ...	18,250
Papers and Parcels	7,300
	Rs.1,37,605
Expenditure	39,860
Profit	97,745

Lost per mile -

216,000 miles per annum
Rs.84,260 x 16 - 1348160 annas
1348160 / 216000 - 6.24 annas per mile

Earnings -

Rs.307 - 4912 annas
4912 ÷ 544 miles - 9.02 annas per mile.

Note by Mr.William F. Walke anent the Aeronautical Training School.

The question arises, when considering the formation of the Mysore Airways, Limited, if it is advisable to have an Aeronautical Training School as well as a Flying ~~Xxxxx~~ Club at Jekkur.

The points in connection with this are:- Mr. Davies in his letter of the 2nd. instant to the Dewan, para 7 clause (a), has suggested that the Jekkur Aerodrome should be handed over to the Company FOR MANAGEMENT. Also that the Company would maintain and pay the staff and servants.

I am proposing that when the Company is formed that a suitable house be taken in the Cantonment, which would have lecture rooms and offices, and the other part of the building allotted as residental quarters for the convenience of any mofussil pupils who may have joined the Training School.

For example, if the house at 22 Residency Road is taken, there are sufficient rooms to give: A Lecture Room, an Office Room and six Residental Quarters. The compound, besides, is a large one, and it would be possible to have two Tennis Courts and two Badminton Courts. With such an arrangement it would be possible to combine the Social side of the Training School with the Techinal training, in a locality within easy reach of all members. Moreover, Mofussil members being able to get cheap living accommodation is also an economic factor.

A Flying Club established at Jekkur would be treated as a social undertaking catering for the rich who could drive there in their motor-cars and go in for flying as a past-time.

Under these circumstances I am inclined to suggest that the idea of having a FLYING CLUB at Jekkur should be ENTIRELY CUT OUT OF THE ACTIVITIES OF THE MYSORE AIRWAYS TRAINING SCHOOL. If persons who are not pupils of the Training School wish to train as amateures in aviation and enjoy social amenities, the training school would be able to meet their requirements on their becoming Honarary Members.

Furthermore, a dual management at Jekkur would only lead to misunderstandings and probably hinder smooth working of our scheme.

Besides, the Government of Mysore might also object to subsidise a Flying Club as well as to give financial support to a Training School.

I think this note should be given very careful consideration before coming to any final decision, on which I should like to have the opinions of the other members on the promoting syndicate.

20, Museum Road,
Bangalore,
10th. December 1939.

William F. Walke.

Note supplementary to the letter from Mr.W.A.Davies dated December 2nd. 1939 to the Dewan of Mysore on the subject of the contemplated Development of Aviation in the State of Mysore.

Subsequent to my brief interview with the Dewan in which I handed to him the above letter I met Mr.Ramaswamy and discussed matters with him.

It is not the desire of the Mysore Airways Company to run counter to any proposal of Mr.Ramaswamy in any way for the furtherance of Aviation in Mysore State. They are indeed anxious to co-operate with him.

Mr.Ramaswamy's main aim at present is to form an Air Club in Bangalore. This is very desirable but by itself might not bring about more rapid development as contemplated by the Company inauguratore.

Clubs have served Civil Aviation well in the past but are more in the nature of amateur effort than of commercial enterprise. Aviation has progressed beyond the stage where it was often the pastime of the well-to-do. It has become a profession.

The type of person attracted by a Club is not necessarily that which hopes for training in an honourable career. It is the educated man, working for future employment in Aviation, for whom the Mysore Airways seeks to cater.

While concentrating at first on training it is the object of the Company to develop taxi-service so that eventually the whole of the present gap in Air Service in the uplands of South India will be filled by the machines of the Mysore Airways. For this pilots, engineers and ground staff will be required and it is hoped to find this personnel from Mysore State subjects under the aegis of the Mysore Government. In my letter of the 2nd. December mention was made of pilots only but ground engineers and other staff would also receive training.

On the formation of the desired Club it is the hope of the Company founders that their assistance will be sought in the matter of hiring machines, if necessary, for tuition as well as of providing the necessary instructors from the Training School which is to be formed as the first activity of the Company on formation.

Suntikoppa Estate,
Suntikoppa,
North Coorg,
South India.

(Signed) W. A. Davies.

3rd. Dec. 1939.

The Dewan of Mysore,
Bangalore.

Sir,

In continuation of my note on "The Development of Aviation in Mysore State" submitted to you last month (kindly acknowledged in your Private Secretary's D.O. No.3197 dated 13th.inst), I have the honour to address this further communication to clarify the position.

2. The Airway Company which I and the friends associated with me in the venture have under contemplation will satisfy reasonable requirements regarding capital, efficiency of management, personnel, etc.. But civil aviation, viewed from the point of view of business or financial return, occupies a peculiar position. In its very nature, not only for its prosperous progress but even for its very existence, abundant support to the venture is necessary from the Government of India and from the Mysore Government.

3. If an Airway Company well-financed, well equipped and well managed should nevertheless not be able or lucky to secure the support of the Government of India and, in this particular case, the active and concrete support of the Government of Mysore, it will be a vain endeavour to think of launching the enterprise at all.

4. Commercial aviation treated as a business has not been known to the Indian public as an attractive dividend-paying proposition; and, therefore, before the promoters can sound effective financial interests, they must be in a position to state the nature and extent of the support which can be hoped for from Government - conditional, may be, on Government being fully satisfied about the other requirements being duly met.

5. So far as the Government of India is concerned, in this particular matter, their co-operation and help would be needed in regard to only such matters as concern safety and general public interests. We feel confident of getting this support without difficulty and to the fullest extent possible.

6. So far as the Government of Mysore is concerned, I should very respectfully like to emphasise that, as our venture is proposed to be worked in the Mysore State, we may be given a generous measure of support by the Mysore Government. We are willing to conform to any arrangement by which preference is required to be given, wherever possible without loss of efficiency or prejudice to essentials, to subjects of the Mysore State, and otherwise also to safeguard the interests of the people of the Mysore State.

7. Leaving altogether aside, for the moment, the question as to whether the Government of Mysore may care to grant direct financial support by subscribing for a portion of the share capital of the proposed Company, the help of the Mysore Government, if the scheme is to be successful, would be quite necessary in the following directions:-

(a) The Company has to be given in sound condition the use of the aerodrome at Bangalore and an aerodrome at Mysore and another at Kadur; also emergency landing grounds at some other areas. There can, of course, be no restriction to aeroplanes from other parts of India using these aerodromes and landing grounds on their stray journeys; but,

O P Y.

The Dewan of Mysore,
Bangalore.

Sir,

2/12/39

In continuation of my note on "The Development of Aviation in Mysore State" submitted to you last month (kindly acknowledged in your Private Secretary's D.O. No.3197 dated 13th.inst), I have the honour to address this further communication to clarify the position.

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3. If an Airway Company well-financed, well equipped and well managed should nevertheless not be able or lucky to secure the support of the Government of India and, in this particular case, the active and concrete support of the Government of Mysore, it will be a vain endeavour to think of launching the enterprise at all.

4. Commercial aviation treated as a business has not been known to the Indian public as an attractive dividend-paying proposition; and, therefore, before the promoters can sound effective financial interests, they must be in a position to state the nature and extent of the support which can be hoped for from Government - conditional, may be, on Government being fully satisfied about the other requirements being duly met.

5. So far as the Government of India is concerned, in this particular matter, their co-operation and help would be needed in regard to only such matters as concern safety and general public interests. We feel confident of getting this support without difficulty and to the fullest extent possible.

6. So far as the Government of Mysore is concerned, I should very respectfully like to emphasise that, as our venture is proposed to be worked in the Mysore State, we may be given a generous measure of support by the Mysore Government. We are willing to conform to any arrangement by which preference is required to be given, wherever possible without loss of efficiency or prejudice to essentials, to subjects of the Mysore State, and otherwise also to safeguard the interests of the people of the Mysore State.

7. Leaving altogether aside, for the moment, the question as to whether the Government of Mysore may care to grant direct financial support by subscribing for a portion of the share capital of the proposed Company, the help of the Mysore Government, if the scheme is to be successful, would be quite necessary in the following directions:-

(a) The Company has to be given in sound condition the use of the aerodrome at Bangalore and an aerodrome at Mysore and another at Kadur; also emergency landing grounds at some other areas. There can, of course, be no restriction to aeropânes from other parts of India using these aerodromes and landing grounds on their stray journeys; but,

To

the usual fees charged for such landings are to be received by the Company - the Company undertaking to maintain in good condition the aerodromes with staff and servants paid for by the Company. Of course, the Government will always have rights of supervision and final judgement as to whether the Government property is maintained in proper condition. Also, certain reservations may be made, namely, in favour of any air units of His Highness the Maharajah, or to the Government, or of the Dewan or of any other personages of the State.

(b) The Government of Mysore may guarantee a certain total income to the Company by way of charges for hire of machines to be used by Officers of Government or guests of Government. The Company will render the agreed services. The point that is emphasied is that the Company should feel sure of a certain amount of income under this head, in consideration of the Company keeping in sound order an air-taxi service available, at the orders of Government, for Government purposes at any time on short notice. The Company would expect a guaranteed minimum sum of Rs.6,000/- (Rupees Six Thousand) per annum under this head.

(c) The Company will undertake to train up pilots. Preference will be given to the persons sent by the Government of Mysore, and to the subjects of His Highness the Maharajah of Mysore. For each pupil trained by the Company satisfactory as certified by the Government of India Air authorities, the Company is to be given a subsidy of, say, Rs.500/- (Rupees Five Hundred) <u>provided that the pupil is a subjectof His Highness the Maharajah of Mysore</u>.

8. The arrangements aforesaid may be made in the firest instance for a period of five years. In the event of the Company's record of work and progress during these five years being satisfactory, the arrangement may be continued. If the Government of Mysore will be so good as to see their way to grant concessions, we will be in a position to start the Company straightaway, order the aeroplanes and commence flying within the next few months. As a matter of fact, we have provisionally in view some aeroplanes, thanks to the good offices of Lord Ronaldshay who is connected with Messrs.Dandas, Limited.

9. If these broard features of the scheme should meet with your favourable consideration, the other matters should be a minor matter, since we do not anticipate any question on which we are likely to differ from what the Government of Mysore may think fit in public interests.

10. I am always ready to discuss matters at a personal interview, if you should be so pleased as to fix a day and hour convenient to you. I and my friends will be very thankful and grateful for an early and very sympathetic reply to this letter. Let me conclude by expressing the hope that it may be possible for the Government of Mysore to utilise our cordially offered services in the matter.

I have the honour to be,
Sir,
Your most obedient servant,
(Signed) W.A.Davies.

THE DE HAVILLAND AIRCRAFT COMPANY LIMITED.

KHODIAR.
K A R A C H I .

November 30, 1938.

Ref. No. D.H.42/343.

William F. Wolke, Esq.,
8, Church Street,
Bangalore.

Dear Sir,

We wish to thank you for your letter of the 24th.November and in reply we would state that the position as outlined by you in regard to the Hornet Moths offered to you is quite correct - that is to say, when the Certificates of Airworthiness have expired, they would need new Indian Certificates of Airworthiness which would entail inspection by the Department of Director of Civil Aviation in India.

2. In ordinary circumstances, we would invariably recommend the purchase of new aircraft rather than second-hand aircraft, as, barring accidents, new aircraft should entail little or no expense in regard to replacements during the first year of service. As explained in our previous letter, however, during war time, we are not permitted to sell new aircraft and we assume that this applies to all suppliers connected with the British aircraft industry. The cost of replacements of a second-hand aircraft to obtain a new Certificate of Airworthiness may of course be dependent on the state of the particular aircraft, be small or heavy. In regard to the Hornet Moths which have been operating in this country now for four years, we may mention that recently we carried out the renewal for a new Certificate of Airworthiness in respect of two which were four years old and in each case the replacements did not exceed Rs.900/- to which of course should be added a small additional charge for men's time for overhauling and fitting of replacements. In regard to the aircraft offered to you in our previous letter, we would advise that all these were the property of the London Aeroplane Club which owing to the restrictions of Civil Aviation has now perforce had to close during the period of war. We may mention that the aircraft of the London Aeroplane Club were maintained by our Company at Hatfield where the London Aeroplane Club is stationed. Also bearing in mind the hours flown, it should be remembered that the initial cost of this type of aircraft in England is £.675 without any extras as compared with the prices quoted to you. Should on consideration you desire to purchase one or more of these aircraft it would of course be quite possible for them to be sent to us and for us to carry out the work to obtain the new Indian Certificate of Airworthiness. Naturally, we cannot guarantee as to the amount of money this would cost. Your pilot could then take delivery here. Should there be any further information that you may require, we would be pleased to supply this on demand.

Yours, dear Sir,
Yours faithfully,
For THE DE HAVILLAND AIRCRAFT CO.LTD.
(Signed) L. ... Crosbie
Manager for India.

A copy is forwarded to ...Davies, Esq, Suntikoppa, State, Coorg, for his information.
Bangalore: 6th.Dec. 1938.

8, Church Street,

Bangalore.

24th. November 1939.

The Manager for India,

Messrs.The De Havilland Aircraft Co: Ld:,

Finlay House,

McLeod Road,

P.B. 273,

K a r a c h i .

Dear Sir,

RE: SUPPLY OF INSTRUCTIONAL AIRCRAFT.

I have to thank you for your letter No.D.H.42/245 of the 15th. instant.

On going through the details of the three Hornet Moths you offer, I notice the certificates of airworthiness expire for one in January of 1940, and the other two in March of 1940. I am given to understand that after these dates these machines will have to be passed by the Department of the Director of Civil Aviation in India, and if any overhauling has to be done it would mean a heavy expenditure.

I shall be glad to hear from you on this matter, and an early reply will oblige.

Yours faithfully,

William F. Walke.

PRELIMINARY DRAFT.

A copy of this Prospectus has been filed with the Registrar of Joint Stock Companies in Mysore, and with the Registrar of Joint Stock Companies in the Civil and Military Station, Bangalore.

PROSPECTUS

OF

Mysore Airways Ltd.

(Incorporated under the Mysore Companies Act VIII of 1917.)
Bangalore.

The share list will open on and will close at the option of the Directors without notice.

Authorised Capital—Rs. 10,00,000.

Divided into 1,00,000 shares of Rs. 10 each.

Payable as follows :—

Rs.	a.	p.	
2	8	0	on application
2	8	0	on allotment
5	0	0	to be called not earlier than two months after allotment, and at an interval of not less than two months between each call.

DIRECTORS.

Honorary Directors.

1.

2.

Managing Directors.

3

4

5.

6.

Secretaries.

Bankers.

Legal Advisers.

Auditors.

Registered Office.

The Company has been formed for the objects set out in t... Memorandum of Association, and in particular to develop the My... Airways Ltd., chiefly in the State of Mysore, and outside the State too w... and where it may help to develop the air-service within the State.

It is a recognised fact, as well as a necessary factor, that before considering an air-service, aerodromes or landing grounds have to be constructed. Two of the principal objects in floating Mysore Airways Ltd., are :—

1. To help to develop and complete a scheme that has been considered for some three years past to establish a daily air-service between Bombay and Bangalore.

The suggestion considered was to have at least landing grounds for air-craft recognised by the Government of India at the following places :—

1. Bhilar—Where there is a suitable plateau to construct a landing ground, which would serve both the hill stations of Mahableshwar and Panchgani. The land required is forest land and the Government of Bombay have offered 85 acres, more or less, at Rs. 30 per acre.

The Director of Aviation, Government of India, is sympathetic with this scheme, and is prepared to grant a licence for the site to be used as a landing ground on certain conditions under the 'private category'. ... complete the scheme a sum of Rs. 15,000 is required.

Bhilar is 100 miles from Bombay, the flying time being 50 minu... The air station would be closed during the rainy season.

2. The next place of call would be Satara: 35 miles from Bhila... flying time 20 minutes.

Very little headway has been made with the Municipality in regard to making Satara an air-service station. There are, however, ... prospects and it is understood that a regular air-service could be maintained. Personal contact with the Municipality is required.

The next stopping place would be Kolhapur, and as a result of the correspondence carried on in connection with the Bombay-Bangalore air-service, this State has already constructed an aerodrome, and one of the Bombay air-services is now running a bi-weekly service via Poona.

The next station would be Belgaum. The correspondence with the Municipality of this place shows that there will be some difficulty in securing a suitable piece of land. Personal touch, however, with the Municipality is necessary to overcome this difficulty. The Municipality further stated that the Municipal Act does not permit of their taking a loan from Government for the construction and maintenance of an aerodrome. It is estimated

that Rs. 50,000 would be required to construct a landing ground here, and the Cantonment Board might be interested in such a scheme.

The next stopping places would be Dharwar and Hubli. These two stations would consider a joint aerodrome. The Dharwar Municipality when presenting an address to H. E. the Governor of Bombay on his visiting Dharwar, asked H. E. if he could arrange to have Dharwar and Hubli included in the proposed Bombay-Bangalore air route.

Another Rs. 50,000 should be placed aside for helping these two stations to construct a landing ground.

After this comes an intermediate air-station suggested at Kadur, which brings us into the Mysore State. The object of having Kadur selected as a stopping place, is that it is most conveniently situated as a mail-station for the Mysore Coffee Estates, as well as Mangalore during the monsoon.

Bhadravati is also another place suggested as suitable for an aerodrome, as it will be an important industrial centre in the near future. Both these stopping places being in the Mysore State, it is suggested that the Mysore Government should be requested to construct these aerodromes, the contract work for which Mysore Airways, Ltd., would undertake.

Bangalore—Flying authorities have recognized that the aerodrome at Jakkur, 7 miles from Bangalore, will in time establish the fact that it will become an important centre for the air-services of Southern India.

The Mysore Government have cleared a site here in forest land, and have made a landing ground of 600 by 600 yards. The Inspecting Officer from the Civil Aviation Department from Delhi has inspected the ground, and certain suggestions for development have been made by him. If there is any work to be carried out, Mysore Airways, Ltd., would tender for the work.

It is understood that a landing ground is also to be constructed at Mysore, and in this case Mysore Airways, Ltd., would tender for this work, too.

A suggestion has been made to construct a landing ground in Coorg. This will be carefully investigated by the preliminary Syndicate to Mysore Airways Ltd.

This now completes the future work to be done as regards aerodromes and landing grounds, which will probably require an investment in loans upto two lakhs of rupees, repayable in time by the administratives concerned.

The next object of floating the Mysore Airways Ltd., is to establish a Flying School to educate Mysorians as pilots, thus using the Jakkur aerodromes for instructional purposes. This is a very important proposal, and

should receive the full support of the Mysore Government, which support will be asked for by Mysore Airways, Ltd., after the Syndicate has gone into details very thoroughly, and has drawn up a concrete scheme. The financing of this scheme will require careful consideration in detail, and other Flying Schools in India would be consulted, so that an up-to-date school might be established in Mysore, whose climatic conditions are ideal for all-the-year-round flying instructions, whereby Mysore will be able to turn out first class aviators.

The third object is to establish short distance services, or air-taxi services, with Bangalore as the centre, and what the preliminary Syndicate will endeavour to do is to dovetail this part of the scheme in with the Flying School, so as to economise in finance. Further details will be published in the Memorandum and Articles of Association, as there are many points to be considered by the preliminary Syndicate.

MANAGEMENT.

It is proposed that the management of the Company should be invested in three Directors and a Secretary, who would work under the Directors. In addition there would be two Honorary Directors, and the investigating Syndicate would invite the Mysore Government to appoint one of their higher officers to be one, and would also invite Lord Ronaldshay, the Chairman of Messrs. R. K. Dundas, Ltd., Aeronautical Engineers and Agents, as also Contractors to the Admiralty, with their Head Office at Portsmouth in England, to be another.

MYSORE GOVERNMENT'S INTEREST.

The Mysore Government would be requested to take up a block of shares, and with this support there should be no difficulty in raising the balance of capital in Mysore.

PRELIMINARY EXPENSES.

It is estimated that the preliminary expenses, excluding commission and brokerage, will not exceed a sum of Rs. 10,000. The said expenses would be borne and paid for by the Company.

DIRECTORS' QUALIFICATION AND REMUNERATION.

The qualification of a Director, other than an Honorary Director, shall be the holding of 100 shares in the Company of not less than the nominal value of Rs. 1,000 in his own name and not jointly with any other person.

The number of directors shall not be less than three, excluding Honorary Directors or seven including Honorary Directors.

The remuneration of every Director shall be Rs. 10 for every meeting of the Board attended by him.

The Directors of the Board may decide what travelling or other expenses shall be paid to any Director or for any special work done for the Board.

SHARE CERTIFICATES.

The Company shall have ready for delivery certificates of shares within six months from the date of allotment.

RIGHT OF VOTING.

On a show of hands, every member present in person shall have one vote. On a poll, every member present or by proxy shall have one vote for every share held by him.

INSPECTION.

Any agreements entered into by the Company, and a copy of the Memorandum and Articles of Association of the Company, may be inspected at the Registered Office of the Company during office hours.

APPLICATION OF SHARES.

Application for shares should be made on the prescribed form obtained from the Secretary, and should be forwarded together with the deposit of Rs. 2-8-0 per each share, which deposit should be paid to the Company's Bankers. In case no shares are allotted, the whole of the deposit money will be refunded, and if a lesser number of shares are allotted, the excess will be utilised for payment of the amount of the allotment money, and if any balance is left, it will be refunded.

Prospectus and forms for shares can be obtained from the Company's Bankers or from the Registered Office of the Company.